

The Hongkong Telegraph

(ESTABLISHED 1861)

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SATURDAY, APRIL 1, 1911

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星期六

Telegrams.	Telegrams.	Telegrams.	Telegrams.	Telegrams.	WORLD'S NEWS.	POLICE.
WAR IN MEXICO.	THE LADY OF THE LAMP.	THE WAR OFFICE.	THE COLOSSUS.	AUSTRALIA.	London, March 27. —Telegrams from New York state that a fire broke out in a ten-story building, largely occupied by gold and silver manufacturers. One hundred and fifty-four persons were killed, nearly all of whom were girls, nearly two hundred were injured, and three hundred escaped. Fifty-three persons were dashed to pieces on the pavements, the nets held by the police breaking. Some tried to escape by an electric cable crossing the street, but the cable broke. Others jumped for adjoining roofs and were killed. Many took refuge on a window ledge on the ninth floor, and the pressure of others behind caused them to fall by twos and threes. —"N. C. D. News."	This morning at 11.55 a.m. the barometer has risen quickly over 15 Japan, the depression having moved away over the Pacific.
A THOUSAND KILLED.	STATUE TO BE RAISED TO FLORENCE NIGHTINGALE.	NO GOLD SASH FOR INFANTRY OFFICERS.	ON A SPEED TRIAL.	Bombay, April 1, 7.10 a.m. —The Australian Government will immediately carry out Mr. Henderson's recommendations of the 14th of March.	There are a great number of Americans who wish to go to England to witness the Coronation of King George, and it is reported that over 60,000 applications have been reserved already by the various steamship companies for first-class passage. —"Osaka Asahi."	A corporal of 11th M.L. was brought before Wood on a charge of assaulting two Portuguese, Ramalho and C. Soares, in St. James Street about half-past six last night. He was not guilty.
London, March 31, 10.5 p.m. It is reported that over a thousand men have been killed in a battle in Mexico.	London, Mar. 31, 10.5 p.m. A statue is to be erected in honour of Florence Nightingale. It will not be raised at the cost of the nation, but from funds contributed by the nursing sisterhood of England.	London, March 31, 10.5 p.m. The War Office authorities have cancelled the order issued with respect to the wearing of a new gold sash by Infantry officers.	London, March 31, 10.5 p.m. The Colossus, on her speed trial to-day, attained a speed of 22 knots.	BRITAIN'S REVENUE.	The Mayor of Milwaukee, a Socialist, promised to provide work for all socialists when the election took place, but there are now over 20,000 labourers out of employment and unable to get work. In consequence, the Mayor is in great difficulty. —"Osaka Asahi."	The defendant stated that he struck the first complainant because he mistook him for a friend, and he struck the second because he thought the latter was interfering with the friend who was along with him. He was struck by several people in the crowd, but he could not say whether or not the complainants were among the number. He ran to get assistance from the Indian policeman, but was arrested instead.
New York, March 19. —The American troops under the command of General Carter are to march to a certain place within four days. Their actual destination is being kept secret at present. —"Osaka Asahi."	MILITARY REVIEW.	THE FRONTIERS.	MONARCH LAUNCHED.	SPLENDID RETURNS.	President Taft, who has been in the southern States for the benefit of his health, returned to Washington on the 19th. —"Osaka Asahi."	C. Source gave corroborative evidence.
A New York dispatch to the "Asahi" reports that Mr. Roosevelt, now staying at El Paso, Texas, entered Mexico on the 15th instant, and inspected the district situated between the camps of the rebels and the federal troops. Being invited to dinner by some Mexicans, he gave an address and returned to El Paso.	AT PEKING.	VICEROY TO STUDY THE QUESTION.	The super-Dreadnought, Monarch, was launched at Elswick. She is of 22,680 tonnage.	The revenue for the quarter shows an increase of £28,600,046, and a total for the year of £203,850,388, showing an increase of £72,154,132. Of this the income produces 6.10 millions, the Customs 28.10, the excise 9 millions, and the estate duties 3.70.	San Francisco, March 18. —The Judicial Committee in the Senate of California has sent the Assembly a report concerning a bill which has been compiled out of four anti-Japanese measures. According to the proposed bill, foreigners are not qualified to be immigrants, and companies organized by such foreigners are not allowed to own immovable property in the State. This law, it is stated, will not be applied to those individuals and companies already possessing real estate, but in case of their being owners of land by transfer or any other means, their rights to ownership cannot be enjoyed more than five years. Should any piece of land be held by evasive means, the State Legislature will confiscate the land and appropriate the receipts for the purpose of education, bringing the case before the Courts. —"Asahi."	The defendant stated that he struck the first complainant because he mistook him for a friend, and he struck the second because he thought the latter was interfering with the friend who was along with him. He was struck by several people in the crowd, but he could not say whether or not the complainants were among the number. He ran to get assistance from the Indian policeman, but was arrested instead.
The Mexican Government has issued a notification that all who are caught covering the telegraph lines or destroying bridges will be liable to immediate execution, whatever their nationality may be. This declaration is considered to apply to the Americans who are supporting the revolutionists. The United States Government announced that it had no objection to it.	Princess Tai Tao and the other officials saw the review of the Imperial body guards on the 28th ultimo, and were very pleased with the smartness of the men.	to devote all his time to the frontier disputes, and has appointed the Provincial Treasurer to act for the Viceroy temporarily.	The principal feature was that no boilers, funnels, and other equipments were already in their places.	Land values produced half a million increase, and this is mainly due to allocation of revenue.	Mr. Roosevelt, who is travelling through the Western States, has arrived at Grand Chonier, Louisiana. Warm receptions are accorded to him everywhere on the route. —"Asahi."	Washington, March 10. —The insurgent members of the Republican party are censuring President Taft with regard to the recent mobilization. It is stated that they will ask the President whether or not his action was to profit the millionaire Mr. Morgan. —"Nichi Nichi."
A rumour is current that peace will shortly be restored between the Mexican Government and the rebels, but it is reported that the rebels refuse to make peace unless President Diaz resigns. —"Osaka Asahi."	THE RUSSIAN MINISTER IN PEKING.	CHINA'S PURSE.	CHINESE GENERALS CONFER.	MR. IJUN.	Washington, March 10. —The insurgent members of the Republican party are censuring President Taft with regard to the recent mobilization. It is stated that they will ask the President whether or not his action was to profit the millionaire Mr. Morgan. —"Nichi Nichi."	London, March 18. —According to a Vienna telegram, forty battalions of the Turkish army are marching to Albania. The situation there is serious.
Washington, March 29. —President Taft discussing the Mexican situation with United States Senators now in Washington for the opening of the special session of Congress, yesterday, confided to them that he regarded the situation alarming and almost certain to involve the United States before it was cleared up. Press dispatches received in this city from Mexico tell of great activity on the part of the insurgents under the command of Francisco Madero. The rebels are now concentrating according to a general plan of campaign for the purpose of forming an effective army. —"Cable News American."	AN AMBIGUOUS REPLY.	PRINCE REGENT'S INQUIRIES.	The President of the Army Board has telegraphically instructed the different generals of the various provinces to proceed to Peking to confer on army affairs.	Mr. H. Ijuna, Japanese Minister at Peking, has left Tokio for China, with his family.	New York, March 17. —The strike of the waggons belonging to the Transportation Company here has affected the employees of four other large companies, and a similar disturbance to that which took place last year is expected.	Harbin, March 18. —In Petrovsk, Kanchatka, a large oil-tank exploded, and the wireless telegraphic office was burnt down. In consequence, telegraphic communication is suspended. When the ice melts, the Russian authorities will send out new instruments. —"Osaka Asahi."
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THE CZAR'S COMPLIMENT.	BRUSSELS MINISTER RECALLED.	EMPEROR DOWAGER.	PROVISIONS FROM AMERICA.	Mr. Ijuna, Japanese Minister at Peking, has left Tokio for China, with his family.	Washington, March 10. —The insurgent members of the Republican party are censuring President Taft with regard to the recent mobilization. It is stated that they will ask the President whether or not his action was to profit the millionaire Mr. Morgan. —"Nichi Nichi."	London, March 18. —According to a Vienna telegram, forty battalions of the Turkish army are marching to Albania. The situation there is serious.
TO RUSSIAN MINISTER.	THE CHINESE GOVERNMENT'S ASTONISHMENT AT THE sudden interruption of amicable negotiations, and accepts the Russian principles unequivocally. But if a pretext for forcible action be desired, it can possibly be discovered in the lengthy Note, which attempts to justify the former replies by proving that the six points have already been conceded. Some slight doubt exists, apparently, as to whether Russia will consider these valuable statements as a harmless "saving of face" or a declamatory continuation of polemics. —"N. C. D. News."	RECEIVES FOREIGN MINISTERS' WIVES.	The Hon. Mr. Tseng, of the Foreign Affairs Department, Nanking, has arrived in Shanghai to welcome the United States transport ship Buford, which is bringing 1,200 lb. of flour for the relief of famine sufferers.	During his holiday in Japan, Mr. Ijuna freely expressed his views on the situation in China, addressing more than twenty public meetings.	London, March 18. —According to a Vienna telegram, forty battalions of the Turkish army are marching to Albania. The situation there is serious.	Harbin, March 18. —In Petrovsk, Kanchatka, a large oil-tank exploded, and the wireless telegraphic office was burnt down. In consequence, telegraphic communication is suspended. When the ice melts, the Russian authorities will send out new instruments. —"Osaka Asahi."
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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....
\$1,500,000 at 2%.....\$15,000,000
\$16,250,000

RESERVE LIABILITIES OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:
Hon. Mr. Henry Kowick—Chairman.
G. H. Medhurst, Esq.—Deputy Chairman.

F. H. Armstrong, Esq., C. R. Leungman, Esq.,
G. Balloch, Esq., F. Loh, Esq.,
Andrew Forbes, Esq., W. Logan, Esq.,
G. F. Gubbay, Esq., Robert Shewan, Esq.,
G. F. Gubbay, Esq., H. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABBE.
Shanghai—H. E. K. HUSTON.
London Bankers—London County and Westminster Bank, Limited.
Hongkong—Interest Allowed On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABBE,
Chief Manager.
Hongkong, 1st March, 1911. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1855.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL.....£1,200,000
RESERVE FUNDS.....£1,000,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3 1/2 per cent.
On Fixed Deposits for 3 months, 2 1/2 per cent.
W. M. DICKSON,
Manager.
Hongkong, 24th Mar., 1911. [22]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP... Yen 24,000,000
RESERVE FUNDS... 10,000,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO:—HANKOW.

Kobe:—TIENSIN.

OSAKA:—PEKIN.

NAGASAKI:—NEWCHOWANG.

LONDON:—DALNY.

LYONS:—PORT ARTHUR.

NEW YORK:—ANYUNG.

SAN FRANCISCO:—LIAOYANG.

HONOLULU:—MUKDEN.

BOMBAY:—TIE-LING.

SHANGHAI:—CHANG-CHUN.

Hongkong:—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposit:—

For 12 months.....4 per cent. p.a.

" 6 ".....3-1/2 " "

" 3 ".....2-1/2 " "

TAKEO TAKAMICHI,
Manager.
Hongkong, 27th September, 1910. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000
RESERVE FUNDS...Gold \$3,250,000
Gold \$6,500,000

HEAD OFFICE:—

40 Wall Street, New York.

LONDON OFFICE:—

36, Bishopsgate.

LONDON BANKERS:

Bank of England.

NATIONAL & COUNTRY BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 per cent. per annum.

For 6 " 3 1/2 " "

For 3 " 3 " "

GEO. HOGG,
Manager.

No. 9, Queen's Road Central.

Hongkong, 20th Feb., 1911. [19]

THE BRITISH FOREIGN IMPORT & EXPORT COMPANY.

Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on behalf of—

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABBE,
Chief Manager.
Hongkong, 24th Jan., 1911. [11]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tals 7,500,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS:—BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tientsin Tsingtau Yokohama.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON

AGENCY.

DIRECTOR DER DISCONTO GEMEINSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT,
Manager.
Hongkong, 16th Mar., 1911. [2]

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:

J. A. Wattie, Esq., Managing Director.

A. J. Higgins, Esq., Secretary.

S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies Act, England.

Insurance in Force, \$97,855,885.00

Assets, \$415,250.00

Income for Year, \$8,000,509.00

Insurance Fund, \$5,215,813.00

LEFFERTS, KNOX, Esq., Hongkong, Canton, Macao

District Manager, and the District Secretary, Philippines.

B. W. TAPE, Esq., and the District Secretary, Philippines.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., O.M.G.

T. F. Hoang, Esq.

G. J. Lafrentz, Esq.

Hongkong, 20th Jan., 1911. [810]

NETHERLANDS LLOYD

of

AMSTERDAM AND

BATAVIA.

—

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at CURRENT RATES.

WENDT & CO.,

Hongkong, Canton & Swatow.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid Up, \$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System. (Rates and Particulars on application.)

THIS OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed by SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1911. [41]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

*GIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

18, D'Arville Street, Hongkong.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

SHANGHAI, MOJI, KOBE & YOKOHAMA.

Palawan..... About } Freight and Capt. C. R. Longden, R.N.A. } 5th April } Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA.

Sicilia..... About } Freight and Capt. C. H. Watkins, R.N.A. } 8th April } Passage.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID.

Bombay..... About } Freight and Capt. W. H. S. Hall } 10th Apr. } Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s office, Hongkong, 80th March, 1911. [4]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES, Manager. [25]

Hongkong, 5th February, 1909.

GRAND HOTEL.

No. 2, Queen's Road Central.

Telephone 197.

A FIRST CLASS AND UP-TO-DATE HOTEL.

MANAGEMENT AND CUISINE UNDER EUROPEAN MANAGEMENT.

Special rates for families on application.

F. REICHMANN, J. H. OXBERRY, Proprietor, Manager.

Hongkong 2nd February, 1911. [157]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, N. BLUMENTHAL, Proprietor, Manager.

Telephone, 170. Telegrams "Astor." [24]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong 22nd July, 1910. [27]

OPEN AIR SKATING RINK AT BELLE VIEW HOTEL.

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.

2 P.M. to 4 P.M.

Admission 25 cents.

5 P.M. to 8 P.M.

9 P.M. to 11 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday, commencing from 4.30 p.m. to 11 p.m.

Hongkong, 14th March, 1911.

W. GALLAGHER, Manager. [25]

Correspondence Invited. HARRIS & HIBBERD, Props.

BAGUIO HOTEL.

The Mountain Capital's New and Modern Hotel

BAGUIO, PHILIPPINE ISLANDS.

Hot and Cold Baths. Excellent Cuisine.

Running Water in Each Room.

LIVERY STABLE and GARAGE IN CONNECTION.

Rates 5 and 6 Pesos per Day. Special Monthly Rates. [32]

Entertainments.

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 508, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length...515 ft. Docking Length...375 ft. Docking Length...481 ft.

Width of Entrance 80 ft. Width of Entrance 52 ft. Width of Entrance 63 ft.

Water on Blocks...28 ft. Water on Blocks...24 ft. Water on Blocks...21.5 ft.

Mooring basin 600 feet by 100 feet by 25 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones:—Midoricho Office 588, or 576; Customs Branch Office 1892; Takashimacho Office 293, or 2050; Iritancho Office 2251.

100 buildings, principally of brick and steel, 353 entrances. 18 buildings are private bonded warehouses. Floor area 73,313 square yards or 15.15 acres. Direct water frontage of 2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 ton derrick tugs, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 13th, 1910. [32]

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road Central.

ESTABLISHED 1861.

Hongkong, 16th January, 1911.

SIEMSEN & CO.

HONGKONG.

MACHINERY DEPARTMENT.

GENERAL AGENTS

of the

"GAS MOTOREN FABRIK, DEUTZ."

ORIGINAL "OTTO" MOTORS

for

GAS BENZIN, PETROLEUM, KEROSENE, GASOLINE, &c.

DEUTZ SUCTION GAS Installation of unequalled economy.

GENERATOR GAS Installation for all purposes and all kinds of fuel.

DIESEL MOTORS, Boat Motors, Motor Locomotives, &c.

100,000 MOTORS of 780,000 H.P. and 5,700 Suction of 23,500 H.P. already erected.

Half century's experience in Motor Building.

Always in stock at Hongkong or Shanghai:—

Installation up to 60 H.P.

PROSPECTUS, ESTIMATES, ETC. FREE. [38]

WEISMANN, LIMITED.

A CHOICE ASSORTMENT OF EASTER GOODS.

NOW ON VIEW.

Early Orders Solicited

for

HOT X BUNS.

Hongkong, 1st April, 1911. [107]

MAN CHEONG, 10, WELLINGTON STREET CENTRAL, HONGKONG.

WING KEE & CO. 47-49, Connaught Rd.

SWATOW DRAWING WORK. Gentlemen and Ladies' TAILORS & OUTFITTERS. Embroidery, Pongee Silk, Glass Cloth, Canton Silk and Lace, &c., &c. Hongkong, 25th January, 1911. 830

SHIPHANDLERS, PROVISION & COAL MERCHANTS. Hongkong 28th Mar., 1911. [390]

OUR CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

HONGKONG AND THE CORONATION.

Everyone in Hongkong knows that the present is a period of financial tightness both publicly and privately; that many urgent public works are being held up because the Government cannot provide money for them; that the University scheme itself is not by any means complete on its financial side. These considerations will have much weight when men come to consider what is to be done. That everyone in Hongkong would like to see some permanent memorial of the occasion goes without saying, but the question is, what can we do? Personally we think if the public is inclined to relieve Government from the burden of completing the Post Office, that the Clock Tower scheme is the best. But we view the subject with quite an open mind, and in order to give the public an opportunity to disclose its feelings in the matter we freely open our columns to correspondents who may wish to support the Clock scheme or propose something more expedient for the public welfare and at the same time worthy of the Colony and a fitting memorial of a red-letter day in the history of the British Empire.

Daily Press.

OPIUM TRADE.

The latest developments in regard to the import of foreign opium into China create a situation which would be regarded as Gilbertian if the consequences were not so obviously disastrous to the British merchants engaged in the trade. As we have pointed out on previous occasions, they have already been threatened with very heavy financial loss as a result of the taxation illegally imposed by the Provincial Government of Canton—taxation which has grown to \$300,000 a year—but the most recent development throws the whole position of the trade into a still greater muddle and spells disaster to the old-established opium firms while offering inducement to new firms to supply the Chinese market. To meet the wishes of the Chinese Government, the Government of India not only placed a limit on its annual sale of the drug, but it further placed a limit on the export to China. That limit, at the present time, we understand, is about 10,000 chests per annum, while for export to the Straits Settlements as many as 20,000 chests are sold. Obviously this is far in excess of the requirements, of those Settlements and the result must be that much of this opium will find its way into China. In fairness to the Indian Government, it must be said that in placing severe limitations on the export to China they would naturally suppose that only such opium as the Indian

BRITISH SAILORS FOR
BRITISH SHIPS.

The National Committee for the Training of British Seamen has for its object one that must be dear to the heart of every son of the Empire and it is rather unfortunate that its methods of procedure are of a kind that does not commend itself to general approval. When a deputation recently waited upon the President of the Board of Trade to ask for a grant-in-aid, it encountered somewhat of a snub. Mr. Gouffroy Drage, who introduced the deputation, made a bad beginning, for he gave certain figures which Mr. Buxton was afterwards able to traverse. In 1875, said Mr. Drage, there were about 62,000 British subjects not including lascars employed in the mercantile marine of the United Kingdom; in 1899 there were 60,700, and in 1901 there were 44,200. There might, he added, have been some improvement since 1901, but it had been more than counterbalanced by the increase in tonnage. When it came to Mr. Buxton's turn to take the floor, that gentleman remarked that he did not know where Mr. Drage had got his figures from; that in 1901 the total number of British seamen of all ratings was 172,000 and that in 1909 it was 198,500; or about 72.4 per cent. After this inauspicious opening, the leader of the deputation went on to state that "when the committee appointed by the conference got to work it soon appeared that, while the great shipowners were in several cases ready to employ boys, whether it was remunerative or not, the majority of shipowners could not see their way to do so unless either compelled by Act of Parliament or induced by a subvention from the Government." This, however, can hardly be employed as an argument in favour of the subvention of training establishments even were direct payment to shipowners for carrying boys sailors sound and justifiable. If the British shipowner wants British seamen he ought to undertake the duty of training them without seeking assistance from the State. The committee complain that there are too many foreign sailors carried on British ships. Why is this so? On the one hand, the shipowner declares that he employs foreigners because they are more sober and more amenable to discipline; whilst, on the other hand, the shipowner's critics maintain that his real reason is that he can get the foreigner for less money. There is—it will be seen, no question of training adduced on either side. It cannot be held for a moment that the British sailor is less efficient than the foreign sailor. So that State training establishments on a forcing-house system could serve but little good. Mr. Buxton did not hold out any hope that the committee would get what they required. After all, the solution of this highly important problem seems to lie in moral suasion being brought to bear upon individual British shipowners and in the arousing of public attention to the fact that amongst the white crews of British ships there is a much larger percentage of foreign sailors than is seen in our mercantile marine.

UNCLAIMED TELEGRAMS.

The list of unclaimed telegrams lying in the Eastern Extension Australasia and China Telegraph Company's Office at Hongkong is as follows:

Alphoe Wellington, Capt. Haug, Leo Charlott, (2), Edwards, care Karberg, Fortiflor, Hunsteel, Ford, Marimosa, P. & O. Co. (2), Keelchong, Kittington, Kwong-yuenlung, Leepeleng, Motro, H. Rose, Singulava Hokohow, Miss Hazel Stone, Lyndhurst Terrace, Tacing, Thornton, Post Office, Tungshing, 0024, 4199.

"While many advocates of meat-eating admit readily that pork and beans will make one healthy and strong, they object that one must first be healthy and strong in order to eat it." That is where the catch comes in.

Epicureans will be interested to know, on the authority of a widely-circulated weekly paper, that the gum used on postage stamps is made from potato starch.

ALICE MEMORIAL AND
AFFILIATED HOSPITALS.

ANNUAL REPORT.

The report for 1910 shows that the number of in-patients during the year was 1,253, the number of individual cases treated in the out-patient department was 14,374 and total visits of out-patients numbered 28,005.

The London Missionary Society reviews its work every ten years and it may be interesting here to compare the figures of the past ten years with those of the previous decade. The statistics of the Affiliated Hospitals, 1901-1910, show that there were 9,702 in-patients as compared with 7,177 for the previous decade, an increase of 2,525, and that the number of out-patients (individual cases) was 14,678 and 97,838, respectively, an increase of 48,951. The total attendance of out-patients, 1901-1910, numbered 271,621.

Early in the year a Hongkong ray apparatus, 16 inch spark coil, the gift of Missy friends, and a 2000 subscription from Dr. J. Montague Harston, was installed and proves satisfactory. Thanks are recorded to Mr. B. L. Frost for assistance in selecting and setting up the apparatus and kindness in giving a demonstration to gentlemen interested in the Hospitals.

Special repairs owing to depreciation of property had necessitated very heavy expenditure, and the large number of in-patients treated requiring special medical supplies and comforts—and who are unable to pay anything but their food and a proportion not even able to pay food—is responsible for large outlay in medicines, &c. A large proportion of the cases required operation. While the work has increased the income has remained practically stationary and we would appeal to the rich and generous—especially to the Chinese section—to give more liberally. The year closed with an adverse balance of \$3,738.

Dr. I. E. Mitchell had been associated with the hospitals during the greater part of the year and rendered valuable assistance, Miss Eleanor W. Perkins, M.D., B. S. (London) appointed to the staff by the London Missionary Society, arrived in December.

Miss Stewart aided by the gifts of friends provided a Christmas tree with presents for all the patients and a happy time was spent and Christmas carols and hymns were sung. Miss Stewart had eleven nurses in training and two have completed a three years course.

Thirty students attended the College of Medicine and four received diplomas. As the College will shortly be merged in the University the London Missionary Society desires to continue its interest in the welfare of medical students and for this purpose has bought a site for the erection of a hostel to accommodate about 50 students.

"Wind blowing at sixty miles an hour caused an equestrian statue of the Black Prince at Leeds to sway to such an extent that it had to be propped up with large wooden beams." Awfully high-spirited, the statues at Leeds!

ENTERTAINMENT.



SEEING IS BELIEVING

And that is why the majority of the people here believe, that they can get better fitting glasses at our place, than anywhere else in the Colony.

No charge for sight testing. Doctors prescriptions accurately filled.

N. LAZARUS, Ophthalmic Optician, 1A, D'Aguiar Street, Hongkong, 1st April, 1911. [928]

EUROPEANS AND
INDIANS.

SOCIAL INTERCOURSE.

Madras, March 3.—The Government of Madras have issued a memorandum on the subject of social and official intercourse between European Officials and Indian fellowmen—prepared by the President of the Board of Examination for the instruction and guidance of young non-Indian Officers of the Government on their first arrival in India.

The memorandum gives broad rules and principles, which should govern social and official intercourse with Indians of all classes, so that the Officers may avoid upon the one hand giving unintentional offence and, on the other, using misplaced, though well-intentioned, over-familiarity. Section 2 of the memorandum treats on visits; Section 3 is regarding correspondence; Section 4 is about relations with Zamindars; Section 5 about relations with subordinates; Section 6 the treatment of Europeans by Indians.

The last two paragraphs in this Section are as follows:—An Officer

makes himself ridiculous who is constantly on the look-out for offence or is too ready to take it. At the same time, it is quite easy to tell when a visitor is intentionally offensive or offensively familiar. In such cases the interview may be terminated with firmness and dignity and a subsequent interview may be refused. Indians are sometimes ignorant of the forms of etiquette to be observed in presence of English ladies. Such ignorance should not be ascribed to discourtesy. There is no objection to a friendly hint being given privately as to what is regarded as correct by Europeans in such matters. The appendix to the memorandum contains instructions regarding intercourse between European Officials and Natives issued by Sir John Malcolm, Agent of the Governor-General, in his Minute, dated 28th June, 1821, to his Assistants in Central India.

To Let.

TO LET.

TOP FLOOR of 28, NATHAN ROAD, Kowloon (The Dairy Farm Co.'s premises) for 8 months, from 15th April, 1911.

For particulars, apply to—
THE DAIRY FARM CO., Ltd., Hongkong, 31st Mar., 1911. [1007]

TO LET.

FLATS in Nathan Road, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.

NEW AND COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate possession. Cheap Rental.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., Ltd., Hongkong, 15th Mar., 1911. [968]

TO LET.

ODOWN No. 5A, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED, Hongkong, 1st April, 1911. [61]

TO LET.

No. 10, MACDONNELL ROAD.

OFFICES in Kwo's Buildings, 4th Floor.

AN OFFICE on 1st Floor, 16, Des Voeux Road Central.

GODOWN, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door.

At NEW EUROPEAN FLATS adjoining the new Seamen's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED, Hongkong, 1st April, 1911. [159]

A LING & CO. FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING & ENLARGING. 19, Queen's Road. [883]

Halla.
NORDDEUTSCHER LLOYD.
BREMEN.
IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To sail on
Kobe & Yokohama	"PRINZ WALDEMAR" Capt. F. Isoko	About TUESDAY, 4th April.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW" Capt. B. Vohlschmidt	WEDNESDAY, 5th April, at Noon. (T. 17,800)
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Binzer	About WEDNESDAY, 5th April. (T. 18,300)
MANILA, YAP, MARON, SAMAR, RAJ, NEWGUINEA, HUSHANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Isoko	SATURDAY, 22nd April, at Daylight. (T. 9,100)

All the steamers of the Imperial German Line are fitted with Wireless Telegraphy, No. 1 System of Telefunken.

For full or Particulars, apply to—
NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG. Hongkong, 24th March, 1911. [7]

SOUTH MANCHURIA RAILWAY
SHORTEST & QUICKEST ROUTE
BETWEEN
THE FAR EAST & EUROPE.
via DAIREN.WINTER SCHEDULE.
(Effective till 30th April, 1911.)
EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun four times a week in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.			
1st Class Fare	Shanghai (Steamer) Lv.	Thurs. Sat.	Sun.
\$10	Dairen (") Ar.	2.45 a.m.	Mon.
Y14.95	(S.M.R. Train) Lv.	6.00 p.m.	Sun.
Y11.50	Mukden (") Ar.	3.00 " "	Mon.
R 9.60	Changchun (") Ar.	9.55 " "	Mon.
	(Russian Train) Lv.	11.35 " "	Mon.
	Harbin (") Ar.	7.25 " "	Mon.
	Connecting at Harbin with State Ex-press for Moscow		
SOUTH BOUND.			
	Harbin (Russian Train) Lv.	7.50 p.m.	Mon.
R 9.60	Changchun (") Ar.	6.10 a.m.	Tues.
Y11.50	(S.M.R. Train) Lv.	7.00 " "	Tues.
Y11.50	Mukden (") Ar.	1.45 p.m.	Wed.
	(") Lv.	2.00 " "	Wed.
Y40.00	Dairen (") Ar.	10.30 " "	Wed.
	(Steamer) Lv.	Noon	Wed.
	Shanghai (") Ar.	1.00 p.m.	Thurs.

Supplementary Charges on DAIREN-CHANGCHUN Service.
EXPRESS EXTRA FEEY3.00. SLEEPING CAR SUPPLEMENT.....Y5.00
TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.
RAILWAY HOTELS—YAMATO HOTEL (Tel. Ad.: "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Ad.: "Mantetsu." Codes: A.B.C. 5th. Ed. A. J. & Lieber's

FUSHUN COAL
THE BEST STEAMING COAL IN THE EAST.
Output 3,500 tons per day.
Fresh stocks always on hand at Dairen, Nanchang and Tientsin Depots and also at Chooan, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Ad.: "Mantetsu." Codes: A.B.C. 5th. Ed. A. J. & Lieber's
Agents: MITSUI BUSSAN KAISHA, LTD. Hongkong, 20th January, 1911. [746]

Public Companies.

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Hongkong Hotel, Hongkong, on MONDAY, the third day of APRIL, 1911, at 11.30 o'clock in the forenoon, when the following Resolutions will be proposed:—

(1) That Article No. 80 of the Articles of Association of the Company, which now reads:—
"As remuneration for their services the General Managers shall retain or be paid out of the funds of the Company a salary at the rate of Seven thousand Two hundred dollars per annum; and a commission of five per centum on the net profits of the Company in every year in which the net profits shall amount to seven per centum of the capital of the Company"
be amended by eliminating therefrom the words
"in which the net profits shall amount to seven per centum of the capital of the Company"

(2) That Article No. 92 of the Articles of Association of the Company, which now reads:—
"The Consulting Committee other than the General Managers shall be paid out of the funds of the Company by way of remuneration Two thousand Five hundred dollars for each year that the net profits amount to seven per cent. of the capital of the Company and such remuneration shall be divided among them in such proportion and manner as the Consulting Committee may determine and in default equally"
be struck out and that in lieu thereof the following Article be inserted:—
"Article No. 92.
"Each member of the Consulting Committee not being a member of the General Managers' firm shall be paid out of the funds of the Company by way of remuneration for his services the sum of Five hundred dollars per annum."
(3) That Article No. 104 of the Articles of Association be struck out and that in lieu thereof the following Article be inserted, namely:—
"Article No. 104.
"All dividends unclaimed for one year after having been declared may be invested or otherwise made use of by the General Managers for the benefit of the Company until claimed, and all dividends unclaimed for five years after having been declared may be forfeited by the General Managers for the benefit of the Company. This clause shall not be deemed to constitute the Company a trustee of unclaimed dividends and no dividends shall be paid out against the Company and a dividend shall not be deemed a specialty."
(4) That the above Resolutions shall be retrospective in their effect and that the alterations in the Articles of Association of the Company thereby affected shall be deemed to have been effected and to have come into force as on the first day of January, 1910.
Should the above Resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.
Dated this twenty-fourth day of March, 1911.
By Order,
JOHN D. HUMPHREYS & SON, General Managers. [995]

KOWLOON BOWLING GREEN CLUB.
AN EXTRAORDINARY GENERAL MEETING of the Members of the Kowloon Bowling Green Club will take place at the Club House on MONDAY, the 3rd April, at 5.45 p.m., to discuss the advisability of building an IMPROVED CLUB HOUSE.

By Order,
D. GOW, Hon. Sec. Hongkong, 23rd Mar., 1911. [1011]

Public Companies.

CHINA TRADING INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that a FORTY-FIFTH ANNUAL MEETING of the above Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at 12.30 p.m. for the purpose of receiving the report of the Directors together with the statements of account to 31st Dec., 1910, and of declaring dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 16th April to the 26th April, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE, Secretary. Hongkong, 22nd March, 1911. [985]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that a THIRTY-THIRD ANNUAL MEETING of the above Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at Noon, for the purpose of receiving the report of the Directors together with the statements of account to 31st December, 1910, and of declaring Dividends, &c.
The TRANSFER BOOKS of the Society will be CLOSED from 16th April to the 26th April, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE, Secretary. Hongkong, 22nd March, 1911. [985]

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the National Bank of China, Limited, will be held at St. George's Building, Chater Road, Victoria, Hongkong, on SATURDAY, the twenty-fourth day of June, 1911, at 12.30 o'clock p.m., for the purpose of considering and, if thought fit, passing an Extraordinary Resolution, the following Resolutions, that is to say:—

(1) That the Company be wound-up voluntarily, and that Arthur Rylands Lowe, Chartered Accountant, of Thorne's Chambers, Pocklington Street, London, E.C. and St. George's Building, Hongkong, be and he is hereby appointed Liquidator for the purpose of such winding-up.
(2) That the Liquidator be authorized to pay out of the funds of the Company a sum not exceeding \$100,000 as compensation to members of the Company's staff.

Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.
Dated 15th day of March, 1911.
By Order of the Board,
J. SCOTT HANSTON, Chairman. [994]

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A New Consignment of
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in
PATENT DOME CASES.

Simple, Strong, and Effective.
All Sizes—Moderate Prices.

C. E. Warren & Co.
30 & 32, Des Voeux Road,
Central.

Hongkong, 4th Mar., 1911. [874]

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No. 1, PORTINOR STREET.

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of every description done here,
Moderate Prices.
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great variety and at special rates suitable to all tastes and purses. [985]



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ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910. [28]

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph
Hongkong.

Telephone: No. 1.

A. B.C., 6th edition
Western Union.

THE

Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 1, 1911

ARMS AND THE MAN.

The speech of the German Chancellor, Dr. von Bethmann-Hollweg, of which we published in our news columns today, is one of the most important utterances on national policy that has been made for many years. It sounds the death-knell to disarmament and shatters the fond, widely-held belief that arbitration will impose peace on the world. The speech, however, was admirably calm and well-reasoned. It was in no sense pugnacious or truculent, but more set out in simple words Germany's reading of the international problem. That that reading should destroy our hopes of the millennium for the moment is regrettable, but we cannot fail to realise the justice and the logic of Germany's reasons for not favouring disarmament as set out by the Chancellor when he states that the "disarmament idea has also failed on account of the question of control. To exercise an efficient control over the designs of different nations would be absolutely impossible, and any attempt in

this direction could only lead to what is most desired to be avoided—general distrust, each nation of another." But the main point in his speech is not so satisfactory. It is a little difficult to follow him when he adduces England's superiority at sea as a reason against disarmament. The statement is clear enough, namely that before the problem can be settled "it must be ascertained in the first place how much power the other nations will allow individual nations to wield." On the sea, England practically demands first rank on the ground that she claims that her fleet is more powerful than any other combination of navies. As this is undoubtedly correct, it remains for the congress of nations to decide the position of the Powers, which counter-claim to be just as strong in other directions. We certainly agree with the Chancellor that a scheme of disarmament which depended for its success upon the "adjustment" of the Powers in terms of their respective fighting strengths would be wrecked, but we are not aware that any peace conference that has been held was foolish enough to put forward such a suggestion. To support a scheme of world-disarmament that included the principle of declaring England to be No. 1 or No. 20 and Germany No. 3 or No. 10 because of their military or naval strength would truly be a quaint proceeding. To say "I won't fight, but I'm a better man than you" is not conducive to peace. However one had argument may creep in among many good ones without damaging the main contention, and it certainly seems as if the German Chancellor has reason on his side. The most powerful argument he brings forward is that even given universal disarmament it will still have to be decided by what scale the power and position of different nations are to be allowed to change in consequence of their natural development or decay as the case may be. No solution of these intricate problems has been forthcoming which appears to be workable. Nor is any solution likely to be forthcoming, since universal disarmament would not disarm man of his nature, and as long as we are human we will desire to progress. Peace is the greatest blessing humanity can enjoy. If we are sufficiently worthy we will experience it in heaven, but it is idle to hope for it in this turbulent world of ours, and therefore we heartily agree with Dr. von Bethmann-Hollweg that "the power which is so far neglected of its interests as not to spend the money upon its army and navy necessary to enable it to maintain its position in the world will soon find itself relegated to second rank, for there are only too many others ready and eager to assume the premier position."

HONGKONG DAY BY DAY.

The epidemic of plague in Manchuria has been nearly stamped out.

The English Mail of the 14th March was delivered in London 31st ult.

Sales of Crown land take place at Taiipo on the 8th, and at the P. W. D. on the 18th and 19th.

His Excellency the Governor has approved that Captain George Edward Stewart of the Shanghai Volunteer Corps be attached to the Hongkong Volunteer Corps.

His Excellency the Governor has appointed, under Section 7 of the Public Health and Buildings Amendment Ordinance, 1903 (Ordinance No. 23 of 1903), Inspector David Gourlay to be a Sanitary Inspector for Shaikwan vice Inspector Albert Collett, with effect from the 1st instant.

His Excellency the Governor has appointed Mr. Bernard Brotherton Barker to be a Visiting Justice to the Po Leung Kok vice Mr. Francis Maitland resigned.

The Christian Union meeting on Monday, the 3rd April, will be held at St. Stephen's College at 5.30 p.m. The Rev. S. W. Payne will conduct the meeting.

His Excellency the Governor has accepted the resignation of Lieutenant John Johnstone of his Commission in the Scouts Company of the Hongkong Volunteer Corps.

A list of masters, mates, and engineers who have passed their examinations and obtained certificates of competency during the past year is published in the "Gazette."

The H.M.S. "Astrea" arrived in Shanghai on the 25th, the German gunboat "Taubes" left on the 27th, and the U.S. gunboats "Helena," "Villalobos," and "Samar" arrived in Shanghai on the 28th.

We are authorised to state that His Excellency the Governor's appointment to the Coronation Committee has only just been completed and that the full list will be published on Monday.

Captain Ross, of the Hongkong Volunteers, acted as one of the umpires in a very instructive "battle" carried out by the Shanghai Volunteers on March 25 and 26. The operations resulted in the attacking force gaining their objective.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—R. Timmerscheidt, Esq., \$25; Laton Mon Leung, Esq., \$10; Gilroy & Co., \$5; Ullmann & Co., \$5.

Amongst the passengers by the s.s. Devanha, which sailed for London this afternoon, was Crown-Sergeant R.H. Moore, who is going on leave after twelve years' service. Sergeant Moore has been in charge of Au-tai district in the New Territory for three years and is a valued and popular officer.

It is notified that the rules regulating the making, maintaining or repairing of graves upon Crown land in the northern district of the New Territories published in the "Gazette" on the 7th day of May, 1909 (Notification No. 276), shall extend to that portion of the New Territories known as the southern district.

By the P. & O. s.s. Devanha today there went home on leave Mr. Fred J. W. Last of the Land Office Department. Mr. Last has been nearly twelve years in the Colony. He served first in the Police and was afterwards appointed as a member of the Supreme Court; for over seven years he has been land bailiff in the New Territory, with headquarters at Taiipo, where his excellent knowledge of Chinese made his services of exceptional value. His many friends wish him a pleasant holiday.

Whilst a naval escort from H.M.S. "Vigra" were going up the steep incline leading to the Magistracy this morning, the corporal in charge suddenly collapsed and fell backwards hitting his head heavily upon the granite kerb. He was picked up unconscious and carried into the charge room, where restorative measures were applied with success. The corporal was found to be bleeding from the lobe of the right ear. In about half an hour he was able to resume charge of the escort, when they took away the prisoner for whom they had come.

The annual meeting of the shareholders of the C.M.S.N. Company was held last Sunday, when the directors submitted their report on the working of the Company during the past year and new directors were elected to fill the places of one-third of the old directorate who had retired under the Commercial Code. The following were the new directors elected:—Messrs. Noi Yu-san, Tang Yao-ching, Shih Tze-ying, Tso Lan-chuan, Ho Poh-ling and Ko Yung-chuan and H.E. Wai Ting-fang.

The Manchuria goes into dock at Taiipo tomorrow.

The Empress of China came out of No. 1 dock at Kowloon this morning.

The Executive Council have passed a regulation to the effect that no dog brought from Bangkok will be permitted to land in Hongkong for a period of six months.

Two new motor cars arrived for the Dragon Cycle Company today per the s.s. Manchuria. They are the 1911 Buick model, having six seats for passengers, and are of 40 horse power and absolutely noiseless.

H.M.S. "Flora," arrived in Manila on the 28th ult. Captain Locke boarded the vessel and presented General Bell's compliments. Captain John Nicholas, commanding the English vessel, returned the call during the morning.

It is notified that His Excellency the Governor has declared the Police Stations at Ping Shan, Au Tau, San Tin, Shing Shui, Shiu Tau Kok, Tai Po, Sha Tin, Sai Kung and Tsing Wan to be Registry Offices for Births and Deaths under section 4 of the Births and Deaths Registration Ordinance, 1896 (Ordinance No. 7 of 1896).

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following ordinances passed by the Legislative Council:—Ordinance No. 9 of 1911.—An Ordinance to consolidate and amend the law relating to Intoxicating Liquors. Ordinance No. 10 of 1911.—An Ordinance for the incorporation and regulation of the University of Hongkong.

A large number of American visitors arrived today on the s.s. Manchuria. At the Hongkong Hotel staying Mr. W. M. Hough, a prominent lawyer of St. Louis, and a personal friend of President Taft. Among other well-known Americans staying at the same hotel are Mr. G. W. Brown, a shoe manufacturer of St. Louis, Mr. J. H. Lee, lawyer of San Francisco, and Mr. John Keefe, President of the Corinthian Yacht Club of the same city.

Charles Scheibel, a former employee of the Bureau of public works at Hilo, was taken in custody on board the steamer "Fanning," just prior to the departure of that vessel for Hongkong on March 28, on complaint of J. E. Rogers, of Hilo, whose allegations involve \$350.

Mlle. Eva Gauthier's concert takes place at the Theatre Royal to-night at nine o'clock. She is being assisted by the band of H.M.S. "Minotaur," by Mr. George Grimbale at the piano, and by Mr. Demian Fuller, who will give a pianoforte solo. Mlle. Gauthier is a singer of rare ability and music lovers will be well advised to take this opportunity of hearing her. Her voice is remarkable for its purity and range.

CANTON GAMBLING.

STRONG MEASURES BY THE VICE-ROY.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, March 31. H.E. the Canton Viceroy, in view of the extensive area of Canton, considers it expedient to take strong measures against secret gambling for the enforcement of the total suppression of gambling in Canton, and has therefore appointed some twenty deputies as detectives whose duty it is to go round the different yamens and official residences to see whether gambling is secretly going on.

The Viceroy also intends to despatch deputies to the different districts of the province for the same purpose.

MARINE COURT.

P. C. W. Thompson charged the master Chai Yow, of the steam launch Kwong Si, with unlawfully using the steam whistle on the 28th inst. It appears that accused has been up before the Magistrate on the same charge on a former occasion. Consequently he was fined to-day \$20, or two months' hard labour.

SUPREME COURT.

A PARTNERSHIP ISSUE.

The trial of the partnership issue in the case in which the Nam Ki firm sued Tam Wai Shum and two others to recover the sum of \$411.78, balance due for sheep sold and delivered, was resumed before Mr. Justice F. A. Hazard, Acting Puisne Judge, in the Court of Summary Jurisdiction this morning. Mr. J. H. Gardiner appeared for the plaintiff and Mr. P. W. Goldring represented the second and third defendants. Further evidence was called in the course of which no little merit was caused by one of the Chinese witnesses claiming the sum of ten cents to recompense himself in respect of ricksha hire.

His Lordship, who had evidently not grasped the drift of witness' request, on seeing one of the lawyers engaged in the case handing the money to the defendant, asked:

Is that his fee?

Mr. Gardiner: No, my Lord, it's for ricksha hire.

His Lordship: He won't have anything to eat to-morrow (laughter).

Inspector Johnstone, overscored the Court Market, also gave evidence.

After further evidence, the case was adjourned.

INDIA'S BRIGHT FUTURE.

BISHOP'S STIRLING SPEECH.

Lahore, March 1.—Presiding at the Local Forman Christian College, the Lord Bishop of Lahore said that he rejoiced that India's future was bright, and, for his own part, he hoped it would be as glorious as it was in the past, but India was like his own country, Ireland, torn by dissensions, and it was necessary to facilitate the advent of a glorious day that there should be unity of heart and action. Colleges here were centres of true unity and tend to weld into one whole a diverging community.

ECHO OF THE "TATSU-MARU" AFFAIR.

HESITANCY TO DEMAND COMPENSATION.

At a meeting on the 17th ult. of a committee in the Lower House on a petition of the owners of the "Tatsu-maru," asking for the granting of compensation for the damages sustained by the steamer resulting from her unlawful detention by the Chinese authorities some time ago, Mr. Ishii, Vice-Minister of Foreign Affairs, demanded that the petition be considered in camera. He said if damages were demanded from the Chinese Government for the loss of the Japanese goods, and Japan's trade with China would be seriously prejudiced. This was why the damages had not been demanded from the Chinese Government.

All the members of the committee agreed that the Government would only be acting right in demanding damages from the Chinese Government, and censured the Government for its diplomatic failure in still leaving the matter unsettled owing to the fear of a boycott of Japanese goods.

OBITUARY.

The death of Mr. M. Wignall, one of the oldest foreign residents of Kobe, is recorded by Japanese papers. Mr. Wignall came to Kobe in 1870, and soon after established a dockyard in partnership with his brother. This establishment, however, suffered complete destruction in the great tidal wave which occurred the following year. Subsequent to this Mr. Wignall served as chief engineer in several ships belonging to the Mitsui Bishi Company, remaining in their employ for a number of years and, after holding similar positions in other ships, he retired from the sea. Then he established himself as a contractor, which business he carried on up to a few years ago.

Leave of absence, on private affairs, has been granted to Lieut. C. P. G. Cameron, R.G.A., from 12th April to 30th September, and to Lieut. E. R. M. Kirkpatrick, 1st Bn. K.O.Y.L.I., from 3rd to 14th April.

WHAT SIR W. S. GILBERT MISSED.

HOW "THE MIKADO" MIGHT BE RECEIVED BY A MODERN MANAGER.

Let us suppose that Sir W. S. Gilbert had been born November 18th, 1860.

In that event, relying upon the infallibility of figures, we may assume that "The Mikado" would have been completed in 1909.

By last week the promising young author might have got his libretto past the office boys and to a manager. We will imagine that he did so and was granted an audience.

"Mr. Gilbert?"

"Yes."

"Sit down. I'll attend to you in a minute."

(Asterisks representing the lapse of half an hour, during which the manager chats with the head of his billposting gang, with two ladies of his company, and a principal from George Ashton's Agency or Keith Prowse's.)

"Now, Mr. Gilbert. There's good stuff in your show and I'll produce it providing you're willing to make some changes. To begin with, I can't see your title."

"You can't see—"

"It doesn't mean anything! The Mikado! We'll have to get something catchier—with 'Girl' in it, or 'Widow.' I've got it! The Girl and the Garter!"

"But it—it doesn't fit."

"Oh, that's all right! My stage-manager'll write in a few lines that'll make it fit! Now, as to the story—it won't do to have the whole thing happen in Japan."

"No?"

"No. We want to give 'em something up to date, something they'll recognise. Japan's all right for the first act. The second act ought to come off in London—say, at the Savoy or the Ritz Restaurant. That gives your girls a chance. No audience is going to stand two acts of girls dressed in kimono."

"But I—"

"You might write a third act for that restaurant scene; then you could have the second act on a yacht. Yachts are always good. You want to cut out some of your Orientals. The executioner follow—now, nobody'll laugh at an executioner. It's—it's gruesome. Make him a rich distiller from the Highlands, and I'll get a top-notch Scotch comedian for the part. He's in Japan looking for a duck to marry his daughter—that's Yum-Yum. She's stuck on the tenor, same as in your story, but cut out the wandering minstrel. You can't have a lover in burnt cork. He ought to be a champagne agent; or a naval lieutenant, and the distiller thinks he's a duck! Do you see?"

"Yes—yes—I think so. Some-how it doesn't seem quite in the spirit of the piece. However, I suppose you know best. Have you any other suggestions?"

"Nothing, important. We've got to work in a lot of jokes. You can crib 'em from Punch and London Opinion, and there's plenty of room for 'em."

"Yes—yes, I suppose so."

"Of course, your lyrics won't do. Too many long words. Why, nearly every line ends with a word of two or three syllables. Get some rhymes like 'blue' and 'true,' and 'love' and 'dove,' and 'home' and 'roam.' And then you want to stick in a waltz, so we can have it sung eight or ten times in the show. I'll have an orchestra in the foyer to play it between the acts, and put a lot of kids in the gallery to whistle it. Your moon song's up to date, but you'll have to chop out with a hatchet all that 'Till Willow' and 'Flowers that Bloom in the Spring' stuff. What people want is numbers—numbers with girls in 'em, and some kind of 'business' like dress-suit cases that turn out to be a battleship flying the white ensign, or the red, or whatever it is. Cut that 'Hearts Do Not Break' thing, and we'll get a live one like 'I Always Love the Last Girl Best,' or 'I Want to Take the Ladies as I Find 'Em.'"

"And you—you don't think the piece could succeed as it is?"

"Not a chance, my boy—not a chance! You're all right, and I'm willing to bet that you'll knock 'em, but go slow on that intellectual stuff. It's all right for me and you, but you can't get it to them fatheads in front."

ain't here to educate the public, and you ain't either. You keep your mind on that and work hard, and some day you'll have your own motor-car, and be right up in a class with the author of 'The Bonapartes of Belgium,' and my other popular librettists."—"Public Opinion."

FRENCH COLONIAL ADMINISTRATION.

The report which M. Maurice Viollette has made on the administration of the French Colonies is rather a surprising document. It is not, indeed, very extraordinary that he should complain of the number of functionaries, who are so numerous, he declares, that work cannot be found for them. We imagine that work is the last thing they want, but the complaint that France is overrun with officials is an old one, and our neighbours have carried the idiosyncrasy with them to their colonies. It is not for us, who are rapidly becoming a bureaucratic nation, to offer any disparaging comment. But we frankly admit that we are surprised when M. Viollette declares that it is small wonder that "the natives detest the French. Revolt is quite natural, and the only wonder is that we dare to say we are performing a work of civilisation in Indo-China. Reform must be effected immediately. The longer we wait for China to become a Great Power the more impossible will the solution become. It is, perhaps, already too late." Now, the French have always had the reputation of working with the natives of the country they ruled, and not even their enemies could say that they have not introduced civilising influences. Their administration in Africa, for example, has frequently compelled our admiration in those columns; and it is a little difficult to believe that a different system has been introduced in Indo-China. We shall await the French replies to M. Viollette's statement with interest, and we shall be disagreeably surprised if it is not found that he has painted his picture in somewhat too violent colours.—"Globe."

DETECTION OF CRIME.

SUCCESS OF THE NEW SEROLOGICAL TEST.

A scientific test, which is likely to be an important factor in the detection of the crime of murder, has just been successfully made at the new serological laboratories opened by the Royal Institute of Public Health in Russell-square, London.

Briefly stated, the test deals with the human origin of blood. Hitherto it has been only possible for analysts to say whether or not blood submitted to them for inspection was mammalian; but by carrying a medico-legal inquiry one step further, and deciding in any given instance that the mammalian blood submitted to analysis had a human origin, a powerful new factor is rendered available in the resolution of problems of crime, or in questions affecting the adulteration of food.

The demonstrations which took place recently were successfully carried out at the direction of Professor William R. Smith, M.D., D.Sc., F.R.S. (Edin.), by Dr. Rajchman, assisted by Mr. E. Garratt. In the new serological test anti-human serum is first obtained in the ordinary way by the injection, or a number of injections extending over a conditional period, of human blood serum in a rabbit until a positive reaction is obtained in a dilution of 1 in 20,000. A specimen of the article imbued with a stain suspected of being blood is then subjected to the usual microscopical, spectroscopical, and chemical examination, and this having been determined, it is allowed to soak for twelve hours or so in a 85 solution of salts. The clear extract of saline is then removed and 1 cubic centimetre of anti-human serum added. If the "stain" be human blood, a precipitate of albumen rapidly forms. The phenomenon does not occur in the case of horse, pig, ox, or any other mammalian blood.

Dr. Rajchman stated that even "mummified" blood has been submitted to the new test with success.

LOG BOOK.

Messrs. Armstrong, Whitworth & Co., Walker, have secured orders to build two fairly large steamers for Japanese owners.

The appropriation of \$3,000,000 for the start of the fortifications of the Panama Canal passed the House of Representatives after a sharp and interesting debate. This is regarded as a great triumph for President Taft's administration.

ALLAN LINE WAGES.

The Allan Line directors have announced their intention of raising the pay of their deck officers all round. In future the chief officers of the turbine boats will receive £10 a month, instead of £15 as heretofore; the second officer will get £12, instead of £14 10s.; and the extra second officer £11, instead of £10 10s., while the third and fourth officers, respectively, will get £9 and £8 10s., in lieu of £8 10s. and £7 10s. In the case of the other steamers of the line the rates will now be as follows: Chief officer, £15, instead of £14; second officer, £11 10s., instead of £10 10s.; third officer, £8 10s., instead of £8; and fourth officer, £7 10s., instead of £7. A proportionate increase has been made in the salaries of the commanders.

WHITE SEA FISHERIES.

The Russian reply to the British protest on the subject of the White Sea Fisheries Bill, while asserting a right to extend the three-mile limit, is understood to contain certain points on which further negotiation is invited.

THE PACIFIC.

The placing of four larger liners of the C.P.R. in the Trans-Pacific trade, two next spring and two the spring following, is not the only development anticipated in the Pacific trade.

The big Lucerne and Orie will augment the Weir Line this year. The Nippon Yusen Kaisha has six liners under construction, the first of which is expected to reach Victoria next spring, and the Pacific Mail has announced for its San Francisco service the proposed construction of two liners of 40,000 tons displacement with accommodation for 500 saloon passengers—vessels of the type of the George Washington in the Atlantic—to be ready in three years.

HAS NO ADMIRAL.

San Francisco, March 15.—The second division of the Pacific fleet will be without an Admiral in command until the coal tests being made by the cruisers West Virginia and Maryland are completed, some weeks from now. The two officers mentioned as being in line for appointment to the command of the second division are Rear-Admiral W. H. H. Sutherland, now on shore duty, and Rear-Admiral W. C. Cowles, at present commanding at Honolulu.

The cruisers West Virginia and Maryland, which returned on Wednesday evening from the lower coast, where they engaged in coal tests, will be in the harbour for about a week. It is understood that they will then proceed to the Sound.

From the tests made thus far of the Eastern and Pacific Coast coal, the former, it is said, has been found to be most suitable for steaming, although the product of the northern mines is cheaper than that which comes from the Atlantic range.

SEAMEN'S ALLOTMENTS.

A Bill of a very few words dealing with the question of seamen's allotments has been introduced into the House of Commons by Mr. Holt. It provides that by agreement with the master, an allotment note may be granted for a greater sum than one-half of the wages, and may provide for payment at a period earlier than one month from the date of the agreement, and at intervals more frequent than one month. We do not know what chance the Bill has of getting on to the statute-book, but those who have the welfare of the seaman at heart will wish its promoters all success. It points to a reform which may have considerable advantages to seamen and their families, particularly where the men are in regular employment. It is a reform, too, which need not necessarily prejudice the shipowner.

The case for the Bill was put very effectively by Mr. Charles Booth, J.P., the other day. He pointed out that the wording of the Merchant Shipping Act is held to justify the Board of Trade in holding that the shipowner cannot grant an allotment note for a larger sum than half-pay. He also drew attention to the fact that a clause in the Act of 1906 rendered it illegal to pay allotments at shorter intervals than one month. Mr. Booth argues that this is mistaken policy. It involves the wives and children of seamen in unnecessary suffering. It leaves it to the seaman to draw an unnecessarily large balance at the end of the voyage, and invites to dissipation and thriftlessness on that account. If there were any particular reason for maintaining the present limitations, the Bill might perhaps demand careful scrutiny. But such reason is not obvious. Besides, the measure is permissive. The shipowner may grant allotment notes for larger sums or at shorter periods, or he may not. We dare say there are shipowners who will say that the whole thing is very tricky, and hardly worth bothering about. But we have to turn to the word of Mr. Booth that there are Liverpool shipowners who, in the men's interests, grant allotments for larger sums than half-pay, and pay them weekly or fortnightly. At present they do this at their own risk. Why should there be any risk? Why should shipowners not be allowed to do what they think right in this matter, without having to take the chance of being told that they are acting illegally? As Mr. Booth so forcibly says, the majority of shipowners can hardly be expected to carry out this reform while the law stands as it is. ("Shipping Gazette.")

Mr. Hans Smith, writing from Cronstadt, says he is informed from reliable quarters that during the coming navigation the help of the authorities with regard to improvement in the discharging and loading of steamers in Cronstadt may be reckoned upon, and the owners may expect the same quick despatch which was given at Cronstadt some years ago.

Mr. Alfred T. Grenfell, in the course of a paper on "Liberalism," read before the Royal Geographical Society, said the important question as to whether the Hudson Bay route would be available for the wheat transport of North-West Canada depended largely on the lateness with which navigation could be carried on. Their experiences seemed to show that frequently it would be impossible to get in and out till late in July, but that enough time accumulated to prevent a properly equipped vessel of large size from getting through the straits till the end of October. He was of opinion that seldom even in November would hindrance from that cause be insuperable. As for winter harbours, any outside harbour as far north as Hamilton Inlet would be available for suitable boats almost up to Christmas, unless in very exceptional years. The Harmsworth paper mills, whose port was Green Bay, on the coast of Newfoundland, had now acquired two steamers with 5,000 tons capacity, with the intention of making regular voyages to and from England all winter long. In this with care (and no doubt with some delay) he had every faith they would succeed. If so, a tunnel under the Straits of Belle Isle, to carry a railway direct to that port, would be of immense value in Canada, and would link all the possessions of British North America with new and firmer bonds.

English audiences, according to Mrs. Kendal, always want action. It is lucky they do not always want acting, for they seldom get it. ("Pall Mall Gazette.")

Occasionally we meet a young man who is willing to go through anything for a girl he loves, including her fortune. ("San Francisco Chronicle.")

More Mexican rebels apparently are killed and captured by the Government's telegraph service than by its military service. ("New York World.")

We had a mind to sing of spring in verses 'bout a dozen. When from the kitchen came this cry: "The water pipes are frozen!" ("Allentown Democrat.")

A man who can stay up all night in a poker game losing his money can go to sleep in the first paragraph of a lecture on how to save his country. ("Judge," New York.)

What above all else we want in this island of intellectual dishonesty is someone who will tell us the truth "and chance it." H. G. Wells is pre-eminently that man. ("The New Age.")

LEYLAND LINE RUMOURS.

With reference to the rumour that the Preference shares of the Leyland Line are being largely purchased by Sir John Ellerman with a view to a deal, it is worth while recalling that the sale of the Morgan Combine by Sir John Ellerman, of some 1,000,000, the worth of shares (Ordinary it is believed) in the Leyland Line was one of the earliest of the big shipping deals associated with his name. It would indeed be rather extraordinary to find a shipowner who had sold his interest in a steamship line at a good profit not trying to buy back again.

ILLEGAL DECK CARGO.

Before the Liverpool stipendiary magistrate, Maurice Hansen, master of the Norwegian steamship Spica, lying in the Queen's Dock, was charged with having on Jan. 19 carried on board, in an uncovered space, olive wood as deck cargo, contrary to section 10 of the Merchant Shipping Act 1906. Defendant pleaded guilty, and said he did not know he was doing anything unlawful. Mr. Hansen, for the Board of Trade, said the wood amounted in weight to about 11 tons, the size of the smallest piece being over 2 cubic feet, and the largest 24 cubic feet, so that if the pieces had broken adrift they might have caused considerable trouble. A fine of £7-10s. with £2 10s. costs was imposed.

SAIL TONNAGE IN DEMAND.

The comparatively high freight rates ruling for outward coal tonnage for most destinations from the port of Cardiff has served to turn charterers' attention to sail tonnage, and during the past week or so quite a noteworthy demand has sprung up for sailing vessels. ("Shipping Gazette," of March 3.) Whilst the latter are, of course, comparatively difficult to obtain, the rates demanded, nevertheless, are appreciably lower than those now current for steam tonnage. The inquiries at present on the market, include orders for many of the long distance trades, especially the Far East and South America. A couple of sailing vessels recently fixed were for Genoa, for which ports they were paid, as compared with the current rate of 18. 9d. for steamers, whilst a sailing ship has also been chartered for Montevideo at 15s. or 3s. below the rates commanded by steamers.

CURRENT WIT OF THE WORLD.

Nature has made woman more glib than man; and man encourages her in remaining so. ("New York American.")

"Which had shall I have—the one at £2, £4 10s. or £5?" "Child, we really must go slowly." "Oh, all right, then—I'll take the one at £3 10s.!" ("Megendorfer Blatter.")

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A philanthropist is a man who is good after he gets it; not while he is getting it.—"Puck," New York.

Operatic tenors are poetic and romantic objects in theory. In practice they are apt to materialise as portly gentlemen of earthy character and lamentably prosaic habits.—"Daily Chronicle"

The model husband is not yet extinct. There are still many wives who believe in him, but alas! his peculiarities are insurmountable. To begin with he invariably belongs to the other woman.—"Books of To-day."

The fact that a young lady who recently received a number of blows on the skull from a violent burglar is said to owe her life to the possession of a fine head of hair will, it is thought, lead to many ladies sleeping with their hair on.—"Punch."

A speaker at the Brixton Debating Society, boldly advanced the theory that the great constructive power shown in Mr. Thomas Hardy's novels was due to his early training as an architect! This leaves us a little uncertain as to whether a certain other popular novelist's skill at finding good situations is due to early training as a registry-office keeper.—"Black and White."

TRAGEDY. She'll be married to-night! And I'll be there to see—"The Fun and the Tears," and the joy.

She'll be hurt, to be sure, were I absent—for she— Was my playmate when I was a boy. My playmate! Ah, yes, and the charm of my youth, And my ideal, as years took their flight. The one girl of all that I cared for in truth— And she's going to be married to-night! Does she dream how it's hurting my heart to be there? Can she guess all the anguish I'll feel? She may look in my eyes—will she know, will she care For the pain that my face may reveal? Will she note if I shudder in sudden fright? At the solemn words sealing my doom? Will she pity me? Ah, who can tell? For, to-night, She'll be married. And I am the groom!—"Boston Traveller."

"I can never take my wife to the theatre. Pieces I haven't seen before might be improper, and anything I go to a second time is sure to be!"—"Simplicissimus," Munich.

OUR DIARY. Saturday, 1st April. Oxford and Cambridge Dinner. Concert, City Hall.

Monday, 2nd April. Hongkong Chamber of Commerce Dinner. Kowloon Bowling Club Meeting.

A. S. Watson & Co., Ltd., Extraordinary Meeting, 11.30 a.m. Tuesday, 3rd April. Hongkong Fire Insurance Co., Ltd., Extraordinary Meeting, Noon. Organ Recital. Belle View Hotel Skating Carnival.

Wednesday, 5th April. Licensing Board Meeting, 2.15 p.m.

Thursday, 6th April. Tseung Kowloon Rubber Company Meeting, 4.30 p.m.

Friday, 7th April. Bandmann Opera Co. opens. V.R.C. Athletic Sports. Kowloon C.C. Dinner.

Saturday, 8th April. Gymkhana Meeting. A.A.A. Cross Country Run.

Monday, 17th April. Lusitano Recreation Club Sports, at Happy Valley, 1 p.m.

Tuesday, 18th April. Criminal Sessions.

Wednesday, 23rd April. Union Insurance Company Meeting, Noon.

China Traders Company Meeting, 12.30 p.m.

Mean streets make mean men.—"Citizen."

If you have a confession to make, sell it to a magazine.—"Athens Globe"

LADIES' COLUMN.

TRIMMINGS. Buttons are still being used in quantities, but either they are very small and placed very closely together, so as to look more like a bit of button passmenterie, or they are large and of various material, such as cornelia, jade, lapis lazuli, real old paste, bronze, or silver. In fact, it is better to have no buttons at all unless one can have them very good or unless one is satisfied to have them simply covered by the stuff of the gown. By the way, though, a blue dress trimmed with buttons of cherry-coloured fouldard spotted white looks very well indeed, and a striped black and white dress trimmed with plain black Liberty-covered buttons looks well also. Another simple dress at Beer's was in black Liberty, with the favourite deep yoke of dull blue Liberty trimmed with tiny black satin buttons in long lines which ran down the sleeves, and the effect was very good. Another trimming which is having a huge success for evening and restaurant dresses is the fine diamond beading which outlines the plain crossway lines so much in fashion, edges elbow-sleeves, and trickles round a slender waist to fall eventually in two scintillating rivers of light down the skirt at the side. Gold and silver lace have almost disappeared except to form capes on evening dresses, or occasionally to drape one shoulder whilst the other is veiled with soft thread lace or chiffon. Striped ribbon sashes will probably come into fashion for "lingerie" and fouldard dresses, and their smartness is undeniable; but predominant in lace which may be applied, or used, as a veiling, be veiled, or be turned into a bolero or a Watteau train, or even into a butterfly bow sash, starting from the middle of the back.

LIBERTY COATS AND SKIRTS. These will be worn again, but more in colour than in black, for I have seen some most attractive models chez Redfern, with skirts so discreetly full, coarsely and finely cut, and with trimmings so sober and yet so rich, that I cannot but think a great many women will allow their own natural good taste and sound common sense to intervene between the eccentric notions one sees in most places and these comfortable and becoming suits; and in the end they will decide for comfort and good taste. One was in bronze green with gold silk embroidered collar and cuffs, and a touch of the same round the hem of the skirt; another was in navy blue with lapsels of striped blue and white, and cuffs to match; and both had short, slightly full skirts.

Quite a novelty was a striped black and white dress with a coat tunic of black suede trimmed with blue-black buttons. The line of this dress was very good, and the suede coat, cut away in front, was subtle in tone and very pliable to the figure.

THE IDEAL AFTERNOON GOWN. I can think of nothing more charming for an afternoon dress than a model I saw at Beer's the other day. The underdress was in beige Liberty, tight-fitting to the figure and narrow in the skirt, and it was veiled with a full overdress of navy blue "voile de soie," which was embroidered round the foot with lovely rich tones of Persian red silks; the corsage was embroidered in the same silks in the form of a bolero shaped like butterfly wings, and in colours as beautiful; the middle of the back showed a dull gold buckle, and the "gumpe" with no collar, was of plain blue chiffon, the sleeves being of the same material and reaching soft and plain to the elbow. Many of the afternoon dresses showed the full overdress from the high waistline, and the effect was most graceful over the very clinging underdress. It is of the greatest importance that this underdress should be very clinging and without any fulness in the skirt, because otherwise the entire dress would look heavy and the silhouette would lose its fineness. It is quite easy to work out lovely schemes of colour in simple gowns of this kind and at really very small expense. Imagine what could be done with peacock blues, rose-petal-pinks, golden-browns, or even in different shades of white and cream.

Most summer dresses will have long coats to match, or what will probably happen is this: women who cannot afford to have every dress complete in itself, will arrange their whole wardrobe in one scheme of colour, and they will have one Liberty coat and one chiffon coat, both of which will go with no matter what dress they may be wearing. The shape of these long coats has changed very little from last year, except that most of the new ones show the sleeves let in at the shoulders, rather than having them cut without seams as they used to be. There is no doubt but that they are extremely becoming, and there is one model which has a little ruche round the edge and a ruffled draped cape round the shoulders, which is altogether delightful. For the economical woman, whether by choice or from the force of circumstances, I should advise quite the plainest model possible, and have the material good. A wearable black Liberty with a dull face and a "voile de soie" in blue or black or brown, or whatever is the dominant shade in her summer dresses, will carry her nobly through the most trying season if they are well cut and of good texture.—"Pall Mall Gazette."

MY MOST EXCITING EXPERIENCE. ON SEA. The worst five minutes I ever remember occurred to me, about nine years ago when I was second mate of the full rigged ship Ainsdale coming round the Horn before a heavy gale and high following sea. We had been running before it all night and as the wind was gradually increasing the old man decided at about ten o'clock in the morning, to try and hoist her to. We shortened sail down to the three lower topsails, and reefed foresail and at four bells all hands were called out to brace up. Two hands were sent to the wheel to get the helm down quickly when a smooth came and the rest of the hands were stationed at the lee fore brace ready to brace up, while the mate and I stood at the weather braces. I fancied I noticed her coming up into the wind before any word had been given by the captain, for the sea appeared to be running out more on the weather quarter. Then I heard a shout from the poop and thinking that must be the order to brace up, we started to slack away to windward. By then the sea was nearly abeam running to a height that is only seen in the vicinity of the Horn, and just as we started to take the turns off the pins, a huge roller came roaring down upon us as we lay helpless broadside on to it. I know it is no use my attempting to state the height of the sea, for your readers would not believe me. I only know that when I wound my arms round the spindle of the winch which was near by and looked up at the sea as it rolled down on us, it appeared like looking up the side of a hill. In another moment it was upon us and everything grew dark. There was no noise and no roar of broken water on the decks, for the tremendous wave swept clean over us and we were as completely buried as though we were laid at the bottom of the sea. It seemed like an hour to me before the last of the wave had gone over us and it was impossible to tell if the ship was still afloat or under the surface of the sea. When it did clear away and we were able to look round a sight met our eyes that I shall never forget. Fourteen men had been at the lee fore brace a moment before and now only eight remained and they were scattered about the deck groaning and cursing, while the other six had been swept clean overboard. Of those left on the decks hardly one was uninjured, one man having sustained a compound fracture of both legs, and another had both knees dislocated, while others had a broken arm or leg and sundry bruises about the body. The mate, who had not been as fortunate as myself in finding something to cling to, had been hurled along the deck until he had come in contact with the gypsy of the main pump which had broken his leg and two ribs; in the circumstances, it was utterly impossible to render any aid to the six unfortunate men who had been carried over the side, for

there was no one to help him and we were obliged to turn him to his fate. On the other side had turned just as we were. Both of the men at the wheel had been washed overboard and were never seen again, while the captain, who had been the only man on the poop, had saved himself by springing into the sea rigging. From there he swam the sea sweep over the ship and he asserts most solemnly that at one moment the vessel was buried full twenty feet below the surface of the sea and it appeared to him that she could never come up again. The mate did so—a wonder, as water had poured into the saloon and forepeak, and fortunately the hold vents were unslipped or she could not have come to the surface again. Every point in the checks had been washed clean away or smashed in its bed, and even had we been able to work the ship in a moment to save those who had been washed overboard, we would have had no boat to lower in search of them. Just what happened to cause her to broach to at such an unfortunate moment will never be known as the two men who were responsible for it had been washed overboard, but the skipper thinks they must have misunderstood some gesture of his and put the helm down just as the heaviest sea was rolling up. Luckily the wheel was unjured and the ship had come up into the wind and was lying comfortably hove to; the reefed foresail having been washed out of the bolt ropes by the sea, so that the disabled condition we had not so much to contend with. There were only two men, the captain and myself, fit to turn to and we four had to work the ship and do what we could for the injured, though after that huge wave not another sea broke on board the ship. It seemed as if all the waves for several miles had been concentrated into one immense mountain of water that in the space of two minutes wrought as much havoc as if a mine had exploded on the deck of the old Ainsdale.—"The Leading Light."

"PUNCH'S" LATEST. AN ENGLISHMAN'S HOME. [The women of Switzerland are petitioning the Government not to grant any more half-holidays because, when their husbands come home early, they do not know what to do with themselves and are a nuisance in the house.] When they closed the office early, I honouring the King or Queen, I would fly to Little Girlie and my cot at Gold's Green; Swiftly? Lightning wasn't in it! Newly wedded, would I miss Eden's fraction of a minute of my sweet domestic bliss? Gladly Girlie used to greet me, with a hammer in her hand, "Edwin, dear, the pictures beat me! On the steps I cannot stand. Twice the naughty hammer lighted on your Girlie's little thumb; Edwin, I am so excited that my ownest own has come." Then we sought our occupations. On a chair my Girlie sat. And directed operations—kept me doing this and that; And she passed severest strictures on my hand and on my eye. As I hung askew the pictures, as I made the plaster fly. When the feast of good St. Michael warned that summer joys must cease, She would bid me clean her cycle, coating it with wintery grease; And I toiled for hours together, vilselling spokes and rims, With a rag and chamoin leather, till I ached in all my limbs. When there came upon the tapis first a lass and then a lad, Girlie used to make them happy at the thought of tea, with Dad; And as I was fingered jauntily by adhesive little cubs, Girlie used to leave her family for an evening at her clubs. When they close the office early, honouring the King or Queen, Do I fly to Little Girlie and my cot at Gold's Green, Or when in their eager numbers all my fellow-clerks have fled, Do I prosecute my slumbers in my office chair instead?

THE STRANGE EXPERIENCE OF A CABINET MINISTER.

[BY "RETLAW"]

The President of the Board of Trade sat in a very easy chair in a very luxurious study. It wanted a few minutes to midnight, but the President felt no inclination to bed. He had been vastly irritated in the House of Commons that evening. Certain impertinent private members, who scorned the party whips and were for ever clamouring for the introduction of business methods into the business of government, had persisted in asking him perplexing questions. One had the audacity to inquire who constituted the Board of Trade. He, the President, had escaped for the time being by asking for notice of that question. Another had desired to be informed when the Board had last met. The President had been forced to reply that it would not be in the public interest to satisfy the hon. member's overweening curiosity at that juncture. Whereupon a third ecstasist had sprung to his feet and asked whether the Board ever had met, and, if so, where. The President, driven into a corner, had affected not to hear the question, and had assumed an indifferent air which his flushed cheeks had belied.

And now, even in the silent seclusion of his study, those baffling questions still haunted him. A choice cigar had failed to soothe his ruffled nerves. A moderate peg of ten-year-old Highland whisky had brought him no surcease of sorrow. The latest novel, banned by the circulating libraries, had calmed him not at all. He was annoyed—very much annoyed; and the longer he brooded over the cause of his annoyance the greater his annoyance became.

He had smoked his cigar down to the last inch, reached that point in his story where the unconventional heroine runs away with the non-moral hero, and drained the last drop of his glass of whisky, when the solemn chiming of Big Ben announced the hour of midnight. At the same moment the outermost of the double doors of his study was heard to open. There was no mistaking the sound, for the pneumatic spring whose duty it was to keep that outer door shut had a voice of its own. At every effort it cried aloud for oil.

It does not take one long to think disturbing, creepy thoughts when the clocks are striking twelve. Between the first creak that announced the opening of the outer door and the silent opening of the inner one, the thoughts of the President of the Board of Trade sped through his brain at lightning speed. He knew Mrs. President was in bed, and doubted not that she was asleep. Had he not heard her familiar snore when stepping lightly past her bedroom on the way down from his dressing-room half-an-hour since? That all the servants had retired he felt sure, and that half-an-hour or more ago.

Who, then, could his visitor be at this dead and hollow hour of the night? All this, and a great deal more, flashed through the brain of the President of the Board of Trade in the momentary interval between the first protesting creak of the outer, and the noiseless opening of the inner, door of his study.

Presidents of the Board of Trade are not expected to be as brave as Home Secretaries. Nevertheless, the President with whom this story is concerned was not lacking in courage. He sprang to his feet, and grasped the whisky decanter firmly in his right hand, prepared to sacrifice the contents if need be, albeit mellow and ten years old (warranted).

But when the first of his midnight visitors entered the room and paced gravely towards him, the President replaced the whisky decanter on the table with a shaking hand and sank back into his very comfortable armchair with a gasp.

In they stalked, one after another, these midnight visitors, until the study was well-nigh packed. And strange figures they were. Half of them wore priestly vestments, jewel-encrusted mitres on head, pastoral crooks of gold in hand. The other half were wigged and robed, silk-stockinged and knee-breecloled.

Ascentic and pious were the faces of the first; humorous, convivial, and Hibernian the faces of the be-wigged. The President's face might be imagined.

The whole company, having bowed to the President, by some miraculous means found seats. They were certainly far more at ease than the President, for they chatted amongst themselves in quiet and decorous tones, whilst the President, huddled up in his very comfortable arm-chair, sat gaping with dropped jaw and bulging eyes.

"Come, Mithor President," presently said one of the be-wigged, "the Board is awaitin' yer honnor's pleasure. Will yoz be kind enough to take the chair, for ut's late ut is, begob, and a devil av a distance have we come, and, by Saint Patrick, the same distance have we to go back before dawn."

"The President is already in the chair—very much in the chair," he might say, "observed one of the priestly party. 'I take it that the meeting is now open. Wherefore it is incumbent upon us to proceed to business. It is my privilege to raise the question of the Australian beef-worm.'"

"Stidg, yer holy rivivence," cried another of the be-wigged party, rising to his feet and glaring truculently at the last speaker. "It's a quare, thing to me if ye're qualified to spake on that subject. Ye're an Arch-bishop, I grant yez—whether Cranmer or Reginald Pole I know not; but if ye wor the Pope av Rome hisself—good luck to un!—ut's noisel that'd deny yer right to spake concernin' the beef-worm."

"I willingly admit that I know nothing about the matter," replied the Archbishop humbly, "but I venture to say that you are in no better case. How should you, gentlemen, one-time Speakers of the Irish House of Commons—an office abolished more than a hundred years ago—how should you know, any more than we of the Episcopal bench, the habits and manners of the Australian beef-worm?"

"The President of the Board of Trade, finding charm was intended him, had by this time recovered a measure of confidence.

"My lords and gentlemen," he said, rising and bowing profoundly, "for heaven's sake tell me who and what you are and why you are here."

"Surely, Mr. President," replied one of the Arch-bishops, "surely you recognize the members of your Board! Hearing of your difficulties in the House of Commons, we have stepped down from the Elysian Fields to give you a leg-up. Behold in us members of the Board of Trade—the Arch-bishops of Canterbury and the Speakers of the Irish House of Commons, from the first downwards."

"Spakin' av Chinese porrk," interposed one of the Irish Speakers, "I have here, Mithor President, a specimen av the Australian beef-worm. I'll come an show ut to yer honnor."

The quaint phantasm of an obsolete office, holding an object between his thumb and forefinger, advanced towards the President, who, however, unable to stand the strain any longer, dropped back into his very comfortable armchair and fainted.

It was remarked that the President of the Board of Trade looked uncommonly seedy when he took his seat in the House next day. Nevertheless, the leader of the Business Party rose to his feet at question time and asked whether the President could now inform the House "who constituted the Board of Trade?"

"Myself, his Grace the Archbishop of Canterbury," replied the President with a shudder.

A murmur ran along the benches. "Not well," "Breaking up," "Run down," were some of the muttered observations.

"When did the Board last meet, and where?" demanded another member of the Business Party.

The President staggered to his feet again.

"The Board of Trade—not last night—in my study," replied the President with obvious difficulty. The next moment he was led into the lobby and dosed with brandy.—"John Bull."

SHORT STORIES.

Who Won?—The late Duke of Wellington got a letter once from a lady, saying she was soliciting subscriptions for a certain church, and had taken the liberty to put his name down for £200, and hoped he would promptly send her a cheque for that amount. He forthwith replied that he would respond to the call; but he, too, was interested in a certain church which needed subscriptions, and, counting upon his correspondent's well-known liberality, he had put her down for £200. "And so," he concluded, "no money need pass between us."

Mr. Slinson—"Willie, didn't you go to the trunk-maker's yesterday, and tell him to send round the trunk I ordered?"

Willie—"Yes, pa."

Mr. Slinson—"Well, here is the trunk, but no strap."

Willie—"Yes, Pa; but I told him I thought you hadn't better have any strap."

Father of the Fair One—"How can you possibly think of marrying my daughter? You say that by the strictest economy you can save only ten dollars a month!"

Poor But, Worthy Poet—"Oh, yes, but if we both save, it'll be twenty dollars!"

The Coward—"The big steamer had left the pier. The young man on the tar-barrel still waved his handkerchief desperately."

"Oh, what are you waiting for?" Conqueror said his companions, disgustedly.

"I don't," with one fearful glance backward.

"What's the matter?"

"She's a field glass," said the young man.

The Maid Missourian—"Mistress (to new maid)—'Above all things, I expect you to be reticent.'"

Maid—"Yes, ma'am, certainly. (Curiously.) But what is there to be reticent about?"

A Common Error—"What was the greatest mistake you ever made in your life?" asked the youthful seeker after knowledge.

"It happened when I was a very young man, and consisted of thinking I couldn't make any," replied the old codger.

A Race Against Time.—Visitor (at Navy Yard)—"Why such extreme haste in the building of that Dreadnought? There is no prospect of war, is there?"

Naval Officer (Construction Department)—"Oh, no; we're simply trying to get her done and launched before she becomes obsolete!"

In Line.—Sutton—"Your daughter, sir—well, er—that is—she told me to come to you—who says you—"

Pater—"Quite so—I understand. Let's see, are you Mr. Branson or Mr. Wibbles?"

Sutton—"Why, I'm Mr. Hotchkiss."

In addition to having a water-supply second to none, the country dairymen can congratulate themselves upon upholding the prestige of the place so far as the milk is concerned.—"The Devon Valley Tribune."

We don't remember having candour before.

"I don't like my new gown very well," said the young lady. "The material is awfully pretty, and the style is all right; but it needs something to improve the shape of it."

"Why," suggested her dearest friend, "don't you let some other girl wear it?"

The Beginning and End.—"Fond Mother—"It was at this point in the entrancing landscape that my daughter received a declaration and accepted."

Friend—"And tell us the rest of the romance."

Fond Mother—"Unfortunately, that is all there was."

Her Social Experience.—Mistress (to new maid)—"We are giving a large party to-morrow night, Mary. Have you had much experience at parties?"

"Only as a guest, ma'am."

Penniless.—Miss Ella, was your baggage a success?"

"Glorious! All the men had to walk home!"

Wasted.—"It costs him ten thousand dollars a year to live."

"Why does he spend his money so foolishly?"

His Training.—"My husband is just awful when he wants to find anything. You never saw a man throw clothes around the way he does."

"Where did he learn to be so untidy?"

"Why, he was in the New York custom house for four years."

Disappointed.—Hostess—"Will you have some bread and butter, darling?"

Small Boy—"Bread and butter! I thought this was a party?"

Injudicious.—You are pretty sure to make trouble by advising the average man to use his own best judgment.

THE SCOT WHO WENT BACK.

[BY ALICK FRASER.]

I met him in the Strand. He was down at heel. My eyes rapidly wandered from his battered bowler to his hungry-looking boots that seemed to have nibbled his trousers and left the fringes eloquent of privation. I had known him of old to be carefully careless of his dress. We had been fellow-students; and in those far-off days he had lived from hour to hour. He took no thought of what was to come.

He had found the beaten track to London. He had had the Greek idea of indexable fate, but nothing could quench the fires of his optimism. When he had been told that fatalism reduced man to the level of lower creation he answered that at least man had reached the summit of the organic scale, for man knew that he was impelled irresistibly along a fixed path: lower creation did not.

Here was a Scot typical of his race in all save in hard-headed perseverance. He was a living epitome of failure. And it came to me suddenly that I should like to talk to my friend of the far-off times and learn of this human document something of his philosophy of life. He would have passed me though the eyes betrayed him; he recognised me as I had him—perhaps by instinct. For the years had left their imprint on us both.

We went where we could talk and think. He astonished me: he was the very personification of boisterous good nature. I thought the struggle for existence would have soured him. Perhaps it was that I had forgotten for the moment the attributes of the race from whom he had sprung. I had thought more of his dress than of his philosophy. I was delighted. He sat on a bench the very symbol of the hills and the heather: his talk was as the rugged grandeur of his native Lochmagar.

"A've been in your London a week," he said; "it disappoints me. Why? I'll tell ye. Many of course, is more sociable than any hee; he is 'clubbable'; as Johnson interpreted Aristotle's phrase. But what is the result here? you are in a whirlpool—" I stopped him, noting at the time that he was tripping in his mixture of the tongue of Burns and the tongue that Shakespeare spoke. "See here, Sandy, I want none of your philosophy of London life; tell me of yourself." But he became taciturn. "No," he said, "I want to talk of London and the things I've seen."

And I kept silence as he went on. The Great Abbey was the first place I went to; and when I reached the "Poets' Corner" my blood boiled. Have you been there? Have you noticed that while Tom Campbell has a statue, Burns and Scott have to be content with busts? I doubted if "Gang an' see," he said. "They have curious notions here of a Scotsman's greatness," he r'd led. "And yet," he went on, "we have invaded England to some purpose!"

He rose, and in invisible bagpipes played himself round and round where I sat amazed. Pride of birth blazed from beneath his shaggy brows. There was no Clodd in his notes: I saw in him (not the war-worn tramp, but) the heir of Bruce and Wallace. Even in the Poets' Corner he had found a racial injustice. It was that the Saxon did not understand and the heather was on fire.

At last he sat down—and laughed. Passers-by turned and looked at him. His laugh embraced all humanity. It was the laugh that is more infectious than a plague. And yet I dared not even smile. "Sandy," I said, "what have you seen in London that makes you merry—over your Bannockburn?"

"Everywhere I go I see the imprint of the Scot. He is your top dog every time. Take your Parliament—" But I stopped him. "No," I said, "take anything but that; lay not your sacrilegious hands there." Then we both laughed.

"Seriously," he went on after a time, "there is no sense in supporting a here; you live in extremes; wealth at one end; starvation at the other; godliness here; the very devil there; it is not life at all; it is a floating, existence that is not for me. I am going home."

"To bring your brother back with you," I almost sneered.

"It is a poor joke," he added; and I regretted my rashness. "Scotland," he went on, "may be only the nursery of the wider lands, but it is good enough for me. The 'Scots wha hae' get on in London; the 'Scots wha hae' mair' mair' tak' the road—back again. It is no place for the weary and the heavy-laden—" But I pulled him up. He was looking beyond me towards the cold North, and there was that in his eye that brought a lump into my throat.

We both rose. He had told me nothing of London and the things he had seen. But he had brought me into touch with life.

He was a wanderer, homeless and friendless. But he lived his life, and the qualities that have made his race conquerors kept him from the river. He held out his hand. "No," he shook his head, "I want nothing." Then added: "Aw could do wi' a smoke." I had a cigar. His eyes grew bright. And he left me in a cloud. I stood a second, and he turned. "Memories," he shouted back, "are my favourite diet. Perhaps some other day we may meet—in Edinburgh!" And he was gone.

I had curious dreams that night of Sandy with his bagpipes in the Abbey; and of poets, long dead, come to life again.

THE YACHTING SEASON.

Drawing to a Close.

(By Our Special Correspondent.)

Now that the yachting season is drawing to a close, so far as actual racing events are concerned, perhaps a glance back over the season's sport might be interesting to those who have the sport of kings at heart, and who are members of the junior yacht club, the C.Y.C.

The steady growth of the Corinthian Yacht Club fleet has placed the once little and insignificant sailing club on a par with any yacht club east of Suez, and even surpassing many. This must be attributed to the keen enthusiasm of the members, and their loyalty towards one another. It may well and truly said of them, they are sportsmen.

The Gael class was the backbone of the club for several years, until expansion was necessary and members were willing to build larger and more sea-worthy boats—not that the Gael class were not seaworthy, but that advancement should be made for the benefit of the club.

The impetus to this stride forward was given, unquestionably, by Dr. Heyward Hays, of Bangkok, some three years ago, when the class, now called after the medico, was built. Since that time the club has still gone forward—ambitious, and strong in numbers. The members built and tried a dinghy class, but discarded the boats as unsafe and unsuitable for Hongkong waters.

The latest additions to the fleet, the four ten-riggers—which made their debut at the beginning of the season—have been proved to be excellent boats in any weather, combining comfort and speed, the latter item often being overlooked in a cruiser.

The old handicap class nearly dropped out of existence, as so few of the "old brigade" remain to tell the history of their fame of former years.

The season is drawing to a close, and the members are to be congratulated on having decided on their clubhouse as the venue for the holding of the last cruise. There is accommodation and comfort at the clubhouse, and the recent acquisition of the site adjoining has materially strengthened the capacity of the place. In years to come

there is no reason why untried prosperity should not continue to attend the efforts of the diligent few who will give of their time and talent in promoting healthy recreation. And of the men who have sailed during the seas on one must mention the handicapping committee of five capable men, Mr. J. Spittles who is the genial "genius" who directs with consummate skill the destinies of the bar, Mr. Phillips who controls the purse strings, and Mr. Storrie, the energetic secretary. The efforts of these officials are ably seconded, and no man deserves a medal of praise more than the "Old Man," who might be looked upon as the G. O. M. of the club. His heart is in the work, and every member has recognised his sterling worth whether on committee or in the execution of other duties.

Seeing the number of boats and the various classes now comprising the fleet, one must readily recognise the difficulty experienced in handicapping races, which include every boat from the largest to the smallest. The position of the handicapper is by no means a "bed of roses," and the "Yachting Monthly," aptly describes the handicapper from a sailing member's point of view as:—

"A cloven-footed mammal, distinguished for the thickness of his skin; one who holds Polignac views in respect to original sin, and who will eventually enjoy the punishment of the impostor in a future state; a being without friends!"

Such is the sprightly description given of the handicapper. At times, it is said, it seems as if the author was near the truth; for the handicapper is the butt of satire and sarcasm, and the opinions laded out would disconcert many more. In Hongkong I doubt not that he smiles at the strong Scottish accent of a yachting friend and revels in the vigorous Irishisms of a sonorous son of Erin, and after a pause—when the critics are exhausted—there is peace in the land, and sportsmen recognise that the handicapper is not infallible and has done his best as between man and man. Fortunately, his sense of honour is never challenged.

The racing has gone off very smoothly again this year, thanks being due (one informant insists) to the untiring energy of the committee in trying to please everyone.

There are incidents galore in clubdom that would strangely appeal to one who delights in humour. The "Three Men in a Boat" are to be seen often times near the C.Y.C. They defy the elements, and in a small motor boat they steal off on a trip—the heavy and biggest trio in the club. Their eloquence at times is only equalled by—but there, this is not a club circular.

Of course it was a Scot who protested the other day against a winning boat because the owner had put on board—as "ballast" if you please—a bulky member or two, when the rules stated the number of men allowed on board. There was grim humour about the situation when it was narrated, and the individuals named, and many a cyclonic laugh has been heard when quips are exchanged.

These, and a thousand bits of banter, make the C.Y.C. a gathering place for sportsmen who are really worthy of being honoured with the title.

Any notes on the yachting season of the C. Y. C. would not be complete if recognition were not made of the motor boats of the club members. The motor section has done well this season, and a new boat, the Sonya, has been added to this fleet, a finer model than any of the previous ones. The leading spirits among the motor boat enthusiasts are Messrs. Reid and Burn.

Next Saturday night it is hoped to organise a smoking concert, and the following day—the closing cruise—there will be seen an array of prizes as has seldom been seen in Hongkong, thus bearing testimony to the club's success and popularity.

So long as Dr. Clark, the commodore, is at the helm of affairs, and the "vice" Mr. G. G. Wood seconds him, the club must continue to prosper.

A SHORT SERMON.

THE UNIVERSAL SOLVENT.

A new commandment I give unto you, That ye love one another.—St. John, xiii, 31.

For the cares, burdens and inequalities that weigh men down, those who would help their fellows have long been seeking a solvent.

To the observer who thinks and feels it is impressively patent that something should be done to lessen, or at least equalize, in some way, the load that has to be borne.

What is there to be done? The Socialist has his remedy, the Single-Tax his, the Free-Trader his, and so on through a long list of systems of philosophy and political economy.

Each faction is so sure that all other factions are radically wrong that the general hand, which should be helping, hangs palsied and useless.

Orthodox religion, which has all along been the boasting giant, dined of the real remedy, has proved itself so powerless to be of real benefit that its very existence as a vital force among men is now widely threatened.

What is that real remedy? It is LOVE.

When Jesus of Nazareth said, "A new commandment I give unto you, That ye love one another," he uttered words which stamped him as the greatest reformer of all time, to date.

He added to the Decalogue a greater than any of its ten injunctions. He summed up, in a few simple words, the only course of treatment which will cure the common ills of life, figuratively speaking.

For if we loved one another, how quickly and easily our contentions would vanish! How speedily would our meanness and our greed and our false methods of business give place to honesty and just consideration! How swiftly we would come to what men might truly call the beginning of the millennium!

It is hardly probable that Jesus wished to imply that we should be bound together in one great union of affection. There is a higher definition of love than that.

It is the definition acted by Jesus himself, who "savored" that he laid down his life.

It is the sort of love that is best defined as altruism. Altruism, which means devotion to humanity; service to others; the opposite of what is commonly implied by the term "selfishness."

And so, guarding against any misconception as to the meaning of "love" as here used, we may say, "That ye serve or consider or work for one another."

This is exactly what the most of us do not even attempt to do. From start to finish we are in the game for self; planning and working and suffering for the good of the individual instead of the general good.

Thus it comes that what one gains another must lose. Thus it comes that there is an excess of material success in one place without a corresponding excess of failure in some other place, or combination of plagues.

Whereas, if we planned and worked for the greatest possible good to the greatest possible number, we would not only receive, each his or her proportionate share of whatever profit resulted, but likewise over and above this a share of the best sort of profits—the sort that can never come from working for self—the profit of knowing that others have been helped and made happier through our own efforts.

And while it may seem like discussing a dream to thus discourse upon so Utopian a prospect, the fact remains that our social salvation is folded in these five words, "That ye love one another."

Don't shrink from having a master, said Judge Willis at Southwark County Court, "for it is a most delightful relationship when master and servant treat each other with kindness." You ask Mr. Rodmond and Mr. Asquith if it isn't.

Celebrities and Their Hobbies.—"I will pay whatever fine there is, but I will not be separated from my dog," (Mrs. Patrick Campbell at the Fishguard Customs.)

THE GYMKHANA.

GOOD SPORT AT REGIMENTAL RACES.

Although the weather conditions were not as favourable as they might have been, the K.O.Y.L.I. gymkhana to-day at Happy Valley was an enjoyable and interesting meeting.

The "going" was naturally somewhat heavy, but nevertheless good finishes were seen. The Band of the Regiment played during the afternoon, to the great enjoyment of the large crowd of racegoers present.

Polo Cup.

Mr. Bradley's g. Jorrocks	1
Capt. Warden's w. Moonbeam	2
Mr. De Houghton's g. Polar Bear	3
Mr. Jorvois's g. Jorrocks	4
Capt. Agg's d. Jorrocks	5
Capt. Boulton's b. Tokio	6
Capt. Hughes's d. Robate	7
Mr. Day's Ch. Shamrock	8
Mr. Bradley's g. Nerves	9

April Fool Stakes.

Mr. Gynm's d. Lethin (late Llama Chief)	1
Mr. Gilpin's Caprice	2
Mr. Forrest's Just in Spite	3
Mr. Ching's Urgent	4
Messrs. Lowenthal & Hickman's Kongsi (late Java King)	5
Mr. Duddell's Dorado H. (late Pet Rose)	6
Mr. Johnston's Rejected	7
Mr. Bishop's Sunny Jim (late O. B.)	8
Mr. Ross's Pinnaclevale	9
Major Withycombe's Ben Heo	10
Mr. O. K.'s Ambassador (late Highland Tarn)	11

Coronation Plate.

Messrs. Lubbock & Noble's Alacritty	1
Capt. Dwyer's Palace	2
Mr. O.K.'s Bk. Donan	3
Mr. Macdonald's Inca	4
Mr. Black's Dusal	5
Mr. Johnston's Antelope	6
Mr. Withycombe's Fregoa	7
Mr. Cynara's Jack Sprague	8
Mr. Gilpin's Mustard	9

Regimental Stakes.

Mr. Withycombe's g. Ben Heo	1
Mr. Law's w. The Ramp	2
Mr. Jorvois's g. Jorrocks	3
Mr. Bradley's s. Nerves	4
Mr. Bradley's s. Jorrocks	5
Capt. Boulton's b. Tokio	6
Mr. Thorpe's er Bintang	7
Mr. Withycombe's s. Fregoa	8
Capt. Hughes's d. Kicko	9

The annual concert in aid of the Y.M.C.A. library will be held on Saturday, April 22, in the Association rooms. His Excellency the Governor has kindly signified his intention of being present.

The Union Pacific plans to equip its entire system with wireless telephones for sending messages from moving trains to stations along the line.

We are requested to state that the next meeting of the Coronation Committee will be held on Wednesday, the 12th inst., instead of on Wednesday, the 5th inst., as previously arranged.

F. A. Hollabaugh, the well known rubber agent, who has just concluded his annual visit of two months in the Philippines, arrived here with Mrs. Hollabaugh on the Manchuria.

SECRETS OF THE PAST.

A new and interesting theory has recently been proposed by Professor Daly. He argues that during the ice Age the ocean level must have been greatly lowered owing to the immense amount of water accumulated as ice in the great ice sheets on the continents. In the shallow seas the coral polyps could build from the bottom. As the ice sheets slowly melted the oceans gradually filled up again, and the coral builders kept pace with the rising level.

AMERICAN NEWS.

Washington, March 29.—Former Assistant Treasurer Hilley, the newly appointed secretary to President Taft, began preliminary training for his position yesterday. Secretary Norton is initiating his successor into the duties of his new office before retiring on April 5.

Washington, March 29.—The Department of Justice has been investigating the alleged anti-trust combine and is now prepared to begin prosecutions. It is said that within a day or two criminal cases will be filed against several of the most powerful financiers in Wall Street. The prosecutions are expected to be more sensational than those against the beef trust.

Washington, March 28.—Sr. Zamacona Echean has been appointed Mexican ambassador to Washington to succeed Sr. de la Barrs who has been called by President Diaz to head his new cabinet.

Washington, March 28.—Secretary of War Dickinson has approved the promotion of all officers authorized by the new Army Bill from the rank of major down inclusive. The matter of promotions affecting all officers above the rank of major is still in abeyance pending the settlement of some questions raised by the bill.

Washington, March 28.—President Taft has refused clemency to Charles W. Morse convicted of fraud in connection with the failure of the Thomas-Morse-Henry line of banks in New York in 1907 and confined in the Federal Prison at Atlanta. Pardon has also been refused to Bank-Wrecker Walsh or Chicago confined in the same prison.

JAPANESE MANŒUVRES IN MANCHURIA.

DISSEMINATING RUMOURS.

The following message is sent from Paiten to the "Mainichi":—"General Oshimura, Governor-General of Kwangtung, proceeded northward on the 19th inst. by way of Paiten to inspect the manoeuvres of the Japanese army in Manchuria. The step of the Governor-General has given rise to diverse rumours. Among others it is reported that a number of Chinese spies are working among the miners at the Fushun colliery, and that they are awaiting an opportunity to influence the Chinese workers to go on strike or to create a serious disturbance. The recent murder of Japanese in connection with the plague prevention operations in the vicinity of the colliery is supposed to have some connection with the plot of the Chinese spies. In regard to the manoeuvres of the Japanese army, a force of about 1,000 Chinese troops under arms has left Mukden in haste and is surrounding the colliery. For this reason, it is stated, the Japanese manoeuvres will be continued indefinitely. The Governor-General's journey to the north is connected with the activity of the Chinese troops, and he will go as far as Fushun.

SUNDAY'S SERVICES.

Peak Church.—Holy Communion, at 8 a.m.
St. John's Cathedral, Hongkong.—5th Sunday in Lent. Holy Communion, 8.15 a.m. Matins, 11 a.m. Responses, Psalms, Venite, Gloria, Psalms, Oakley, Tallis, Oakley, Stainer; Benedicite, Best in G.; Benedictus, Garretts; Anthem, "Surely He hath borne our griefs"—Handel. Holy Communion, 11.45 a.m.; Kyrie, Bennett; Hymns, 96 and 116 (Tune 252). Evensong, 5.45 p.m. Responses, Psalms, of the 2nd evening. (1); Magnificat, Macfarren; Nine Dimittis, Wesley; Hymns, 96, 332 and 95.
St. Andrew's Church, Nathan Road, Kowloon.—5th Sunday in Lent. Holy Communion at 8 a.m., and also at noon. Morning Service at 11 a.m. Children's Service at 3 p.m. Evening Service at 6 p.m. Preacher, Rev. A. B. Thornhill.
Union Church, Kennedy Road.—Minister, Rev. C. H. Hickling. Public Worship at 11 a.m. and 6 p.m. Service in Peak Church conducted by Rev. C. H. Hickling at 3 p.m.
German Chapel, 11 a.m., German Service, Pastor J. Muller.

SAVINGS OF TO-DAY AND YESTERDAY.

"What is courting without kissing?—Ment without salt."—Henry Hamilton.

"Women and cats always come when they are not called."—Bardley the Magnificent.

"Character is what you really are; reputation may only be what your wife thinks you."—Arthur Henderson.

"It is not the business of a Radical to be satisfied; if he is satisfied he ceases to be a Radical."—E. H. Pickersgill, M.P.

"You can never tell what a woman is going to do. And if you could, she would probably do something else."—Greenwood Lake.

"Rob successfully and you are a shrewd financier; get caught and you are mentally unbalanced."—Col. Mann.

"It has been said that woman makes all the trouble in life. But also she makes life worth all the trouble."—Mrs. Philip Snowden.

"It is stated that during her Palace engagement Miss Allan will dance on felt. Her salary, however, makes her stand on velvet."—West Wind Fanion.

"When I hear people say of a woman, 'she is beautiful, but not accomplished,' I reflect that there is no accomplishment more difficult than to be beautiful."—Mrs. Taft.

"Anyone who would provide wholesome, clean, invigorating entertainment in music-halls would be a temporary reformer to whom all must be deeply grateful."—The Archbishop of York.

"A machine called a microscope has been invented which permits the operator to look into a living heart. Wouldn't its use before marriage assist greatly in getting rid of the divorce evil?"—Bido Duddle.

TRADE OF CHINA.

The Customs Gazette, for the October to December quarter 1910 has just been issued by the Statistical Department of the Inspectorate-General of Customs. The volume deals with all the open ports of China. The total collection of dues and duties for the quarter was Hk. Tls. 9,765,959 in the corresponding quarter of the previous year. The total collection at Shanghai was Hk. Tls. 2,618,002 against Hk. Tls. 2,958,638 the same quarter of the previous year. The following are the figures for ports more adjacent to Hongkong:—

	1910.	1909.
Hk. Tls.	Hk. Tls.	Hk. Tls.
Fogehow	189,163	247,909
Amoy	203,583	240,343
Swatow	293,757	420,034
Canton	736,095	629,530
Sanchei	83,147	239,767
Wuchow	169,723	111,746

THE POET'S CORNER.

LOST IDEALS.

Last night it seemed, as in a dream,
Between the twilight and the gloom,
The idols of my heart came back—
From out the silence on the tomb,
And stretched white, pleading hands to me—
Across the gulf of Destiny.
Ideals that, in years long gone,
I set upon an altar high,
And wore around them golden thoughts—
That seemed to lift them to the sky.
But, ah, there came an evil day
When broken at my feet they lay!
So, in the garden of my heart,
Where no one, only God, can see,
In nameless graves that lie apart,
I laid my idols tenderly,
And in the place of earthly flowers,
I twined them wreaths of lonely hours.
There, in the silence, they shall sleep;
No sound can reach that resting-place;
Only the beating of my heart
May sometimes wake them for a space.
So in oblivion let them lie—
My idols that I lifted high.

POLICE PRESENTATION.

Yesterday afternoon a pleasant little ceremony took place at the Central Police Station, when Sergeant S. W. W. Bell of the Detective Department was made the recipient of a token of the esteem in which he is held by his comrades in the Force, the occasion being his departure to join the Federated Malay States Police. The presentation took the form of a handsome gold chain and pendant, with inscription. Chief Detective-Inspector J. W. Hanson presided, and in handing over the souvenir referred to Sergeant Bell's good service in the Hongkong Corps and wished him every success in his new sphere of labour. The Sergeant replied in suitable terms.
Sergeant Bell left to-day by the s.s. Arratoon Apar for Singapore, whence he will proceed by rail to Kuala Lumpur for enrolment.

FATAL FALL FROM ROOF.

About 10 o'clock this morning, a Chinese cook, 37 years of age, living at No. 60 Jorvois Street, either fell or jumped from the roof of No. 10 Jorvois Street to the ground, a distance of 31 feet. He sustained severe injuries and was removed to the Government Civil Hospital, and he died shortly afterwards.

A VETERAN RACONTEUR.

Sir John Chesham, M'Leod, celebrated his eightieth birthday the other day, and the whole of his manhood has been spent in the service of his country. He was in the 12th Royal Highlanders for thirty-two years, serving throughout the Crimean War, being at Balaklava and the Alma; he was also at the siege and fall of Lucknow and the battle of Cawnpore, among other fights of the Indian Mutiny; and went through the Ashanti Campaign. Sir John has been mentioned in despatches on more than one occasion, and wears enough medals and orders to smother his coat. In spite of his age, he still enjoys a day's fishing or golf, and is even sometimes seen out with the "guns" among the heather.
The old gentleman—like most soldiers who have seen a deal of foreign service—is a good raconteur, and can tell a story with the best. Here is one. Among some Territorials under canvas was a detachment, which contained a very young subaltern, a cheerful private, who knew each other quite well, in private life, and were in the habit of seeing each other every day. The first evening the subaltern, on returning to camp, passed quite close to a sentry, who took not the slightest notice of him. Calling to the man he asked, "Why did you not challenge me?" The private replied with a beaming smile, "Well sir, it would be a pity for us to fall out the very first evening we are together in camp. But I'll have a round or two with you, if you like."

The Bishop of Victoria will conduct the Y.M.C.A. meeting at Quarry Bay to-morrow at 9 o'clock.

A billiard handicap is being arranged by the Y.M.C.A., and games will be commencing very shortly. Two classes, "A" and "B," are included, the final being between the winner of class "A" and the winner of class "B."

Rev. D. H. Kinsfeller and family were passengers on the Manchuria enroute to the United States. Mr. Kinsfeller has been an active worker in missionary fields during his seven-year sojourn in the Philippines, the last two at Malolos, in charge of that district.

The Chinese residents of Hoilo, assisted by the American officials and the prominent business men of all nationalities, extended a royal welcome to the Honorable Sir See Yee, the newly-appointed Chinese Consul General in the Philippine Islands, in the form of a banquet at the official residence of Mr. Yap Seng, Chinese Vice Consul for Hoilo. The affair was extremely successful and interesting, all the foreign Consuls in the Philippines being present, as well as the American Consul General at Singapore, Mr. James T. Du Bois. The guests were numerous and important.

COMMERCIAL.

HONGKONG SHARES.

Messrs. E. S. Kadoorie report:—"Business in our market has shown slight signs of revival during the week and transactions have been on a somewhat large scale."

Rubber.—The improvement in the price of fine hard Para reported last week has not been maintained, the quotation from London to-day being 6s. 2d. The London share market in consequence was depressed, but at the time of writing a stronger feeling is apparent. Singapore share market continues very dull, and it is reported from the port that a sale of both the United Singapore and Singapore and Johore companies to London have been duly carried through.

SHANGHAI SHARES.

The quotations from the Stock Exchange of the 27th were:—Maatschappij, etc. in Langkat, Ld. shares at Tls. 114 for cash; Shanghai & Hongkong Wharf Co., Ld. shares at Tls. 94 for cash; International Cotton Man. Co., Ld. shares at Tls. 48 for cash; Amherst Rubber Estate, Ld. shares at Tls. 7 for cash; Tobong Rubber & Tapioca Estate Co., Ld. shares at Tls. 18 for cash; Padang Rubber Estates, Ld. shares at Tls. 8 for cash; Ewo C. S. & W. Co., Ld. shares at Tls. 97 for cash; and Shanghai Land Investment Co., Ld. shares at Tls. 99.12 for cash.

FREIGHT CIRCULAR.

Messrs. Lamko and Roggo report:—"The change for the better, reported in our last issue, has its most quarters been fully maintained. Actual chartering business was restricted owing to scarcity of tonnage, and though the market is somewhat depressed since the latter part of the fortnight under review numerous orders for short employment are untouched, the rates offered by charterers—not giving sufficient inducement for owners getting tonnage available in the near future. The north reports a decided improvement in coast freights resulting in the fixture of vessels both on time and tripartite, and in view of the limited supply of tonnage there a further advance in rates is expected."

Saigon-Hongkong.—Owing to heavy arrivals from Bangkok meeting with a declining rice market locally, rates have receded to 16 cents with little inquiry for tonnage, but a renewed activity is expected shortly.

Saigon-Philippines.—A couple of fixtures have been put through at good rates. Stocks seem plentiful for the time being, and the Saigon-Hongkong market having declined there are lower rates quoted at the time of writing.

Saigon-Singapore.—Norw. S.S. "Nord" has been chartered on lump sum basis of \$4,500, the rate working out at 18 cents per picul; further tonnage is wanted at reduced rates, but was not procurable.

Saigon-Java and Java-Hongkong.—The same remark, as in our last issue, still applies to those trades, compelling the "regular liners" to seek employment in other directions.

Bangkok.—Shipments have somewhat eased off and no further "outside" tonnage was required. Coolie Trade.—The s.s. "Triumph" has been settled for a trip hence to Mauritius and back on time charter basis of \$6,000 per month. S.S. "Waishing" and "Kumehow" for a trip Swatow-Saigon on private terms.

Newchwang-Canton.—The port was re-opened on the 24th instant, and the first of the season's charters in this direction are reported drawn, 30 cents having been obtained for part cargoes.

Coal Freight.—Tonnage from Japan to this was very difficult to secure, and charterers had to offer combined business in order to get owners interested for Canton. Fixtures reported as follows: Wakamatsu-Canton \$2.50, Hongkong-Nagasaki \$2.50, combined Wakamatsu-Canton \$2.75, Moji-Swatow \$2.50, Moji-Singapore \$3, Hongkong-Hongkong \$1.80-\$2 per ton.

Timecharter.—Norw. s.s. "Daggy" is taken up for six months, the charter of the Loongmoon is extended for 3 months, and s.s. "Kjeld," "Thordis" and "Standard" are reported fixed on time charter up north.

COAL MARKET.

Messrs. Hughes & Hough report:—"Small lots of Australian have changed hands on private terms. Very little business is reported in Japan; rates unchanged. The quotations are: Cardiff, \$19.00 to \$21.00 ex-godown; nominal. Australian West Wallsend, \$11.25 ex-ship, nominal. Yubari Lump, \$12.00 nominal. Miiki Lump, \$10.50 to \$11.00 ex-ship, nominal. Moji Lump, \$7.75 to \$9.50 ex-ship, steady. Moji Unscreeded \$6.00 to \$8.00 ex-ship, steady. Akaiko Lump, \$8.25 to \$8.50 ex-ship, steady. Kaiping Navy Lump, \$10.00 to \$10.25 ex-ship, nominal. Kaiping Loco Lump, \$7.50 to \$7.75 ex-ship. Kaiping No. 5 Dust, \$6.50 to \$6.75 ex-ship. Kaiping No. 1 Dust, \$6.25 ex-ship."

Mlle. GAUTHIER, OPERATIC and CONCERT ARTISTE.

THEATRE ROYAL TO-NIGHT!

The programme is as follows:—

- PART I.
1. Unfinished Symphony.....Schubert
Band of H.M.S. Minotaur.
2. Aria....."Bel Raggio"
(from "Scaramondo").....Rossini
With Orchestra.
Mlle. EVA GAUTHIER.
3. Piano Concerto in A Flat
(Op. 53).....Chopin
Mr. DENMAN FULLER.
4. Songs—(a) "The Dove"
London Ronald
(b) "Love has eyes"
Sir H. R. Bishop
(c) "Bolero".....Dessauer
Mlle. EVA GAUTHIER.

PART II.

1. Dances from the Suite in "Henry VIII".....Edward German
Band of H.M.S. Minotaur.
2. Song....."Should he upland"
Sir H. R. Bishop
Mlle. EVA GAUTHIER.
3. Piano Concerto in G Minor.....Mendelssohn
"Molto Allegro con Fuoco"
With Orchestra.
4. Aria....."Midi, Midi" (from "L'ecceza Burga").....Donizetti
With Orchestra of H.M.S. Minotaur.
Hongkong, 1st April, 1911. [1026]

NOTICE.

WE have this day admitted Mr. MAH-LOO HUNTER LOGAN as a Partner in our Firm.
PALMER & TURNER.
Hongkong, 1st April, 1911. [1024]

G. R. PUBLIC AUCTION.

THE Under-signed have received instructions from Commander Beckwith, Harbour Master, to sell by PUBLIC AUCTION, (unless disposed of privately), on SATURDAY, the 8th April, 1911, at 11 a.m., at the Police Basin, Tim-Tan-Tau, The Steam Launch "MARLOW."
Built by The Hongkong and Whampoa Dock Company, Limited.
The Launch is moored in the Police Basin at Tim-Tan-Tau.
Full Particulars and Inspecting Orders may be had from the Auctioneers.
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 1st April, 1911. [1025]

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HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 1st April, 1911. [1025]

Intimations

Soured Milk.

We are making a specialty of Artificially Soured Milk this summer. Try it.
Professor Mohrnickoff, in a book on the Prolongation of Life, strongly advocates the use of Soured Milk as a sure cure for indigestion, dyspepsia, and morbid conditions of the digestive organs.

The Dairy Farm Co., Limited.

POPULAR "ASAHI" BEER

4 D's Quarts.....\$19.00 per case
8 D's Pints.....\$19.00 per case
Hongkong, 15th December, 1910. [1]

Co-day's Advertise ments

THE Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "DELHI"

Captain H. S. Bradshaw, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 15th April, 1911, at Noon, taking passengers and Cargo in connection with the Company's s.s. "Mongolia," 10,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Arabia," due in London on the 26th May, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 1st April, 1911. [4]

NOTICE.

We beg to give the Public notice that our Prices will be increased according to the new scale of duties imposed by the Government on the 16th instant,

from the 1st April next.

Until that date our goods may be obtained at the existing rate.

Our new Price List will be issued on the 1st April.

H. PRICE & CO., LTD.,
12, Queen's Road Central, Hongkong,
and
63, Huiphong Road, Kowloon.
Hongkong, 27th March, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule-Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5-7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration.)

From Hongkong	From St. John
"EMPRESS OF CHINA" SATURDAY, APRIL 8TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 6th.
"MONTEAGLE" TUESDAY, APRIL 18TH.	
"EMPRESS OF INDIA" SATURDAY, APRIL 20TH.	"ALLAN LINE" FRIDAY, MAY 26TH.
"EMPRESS OF JAPAN" SATURDAY, MAY 20TH.	"EMPRESS OF BRITAIN" FRIDAY, JUNE 16TH.
"EMPRESS OF CHINA" SATURDAY, JUNE 10TH.	"ALLAN LINE" FRIDAY, JULY 7TH.
"MONTEAGLE" WEDNESDAY, JUNE 28TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,600 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Service, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families.

Full particulars of application from Agents. Through Passengers are allowed stop-over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (Carned Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £49.
Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Paddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
SHANGHAI	CHOU YUANG	Monday, 3rd April, Noon.
MANILA	LOONGSANG	Saturday, 8th April, 2 p.m.
SHANGHAI, Kobe & Moji, NAMSANG		Tuesday, 11th April, Noon.
SINGAPORE, PENANG & CALQUETA	FOOKSANG	Saturday, 15th April, Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kulsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 216. General Managers. Hongkong, 30th March, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER and SEATTLE via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"STRATHDARLE"	3,380	Laurent	13th April
"SUVERIO"	6,282	F. S. Corley	4th May

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offered.

The Steamers of the Line are of the most modern type, have excellent accommodation for passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric light, the "Lucero" and "Ortic" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780. Hongkong, 17th March, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	TANGO MARU, Capt. K. Kawara, Tons 8,000 KAMO MARU, Capt. F. L. Sommer, T. 9,000 AKI MARU, Capt. K. Homma, Tons 7,000	WEDNESDAY, 12th April, at Daylight. WEDNESDAY, 20th April, at Daylight. WEDNESDAY, 10th May, at Daylight.

VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKKAICHI & YOKOHAMA	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 25th April, from KOBÉ
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKKAICHI & YOKOHAMA	TAMBA MARU, Capt. K. Noda, Tons 7,000 AWA MARU, Capt. Iizawa, Tons 7,000	TUESDAY, 25th April, at Noon. TUESDAY, 23rd May, at 4 p.m.

SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6,000 KUMANO MARU, Capt. M. Winkler, Tons 6,000	FRIDAY, 14th April, at Noon. FRIDAY, 12th May, at Noon.
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NAGASAKI, KOBÉ and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6,000	WEDNESDAY, 12th April, at 7 a.m.
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KOBÉ and YOKOHAMA	MISHIMA MARU, Capt. A. B. Moser, Tons 9,000	THURSDAY, 13th Apr., at 11 a.m.
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SHANGHAI, MOJI & KOBÉ	COLOMBO MARU, Capt. E. C. Combes, Tons 6,000	WEDNESDAY, 12th April.
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BOMBAY, &c.	CEYLON MARU, Capt. Fred. Pyne, Tons 6,000	TUESDAY, 4th April.
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Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers. Calling at Keelung and Shinjiru.

PASSENGER SEASON 1911

SAILINGS AND PASSAGE RATES FROM HONGKONG

To Marseilles and London via Suez Canal.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE
Tango Maru	8,000	12th April	To London, per New Steamer 1st class Single... £550 Return... 825
Kamo	9,000	20th "	2nd class Single... 350 Return... 540
Aki	7,000	10th May	Old Steer 1st class Single... 500 Return... 750
Mishima	9,000	24th "	2nd class Single... 340 Return... 495

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE
Tamba Maru	7,000	25th April	To Pacific Coast Common Points 1st class Single... £30 2nd " " £21
Awa	7,000	23rd May	To London via New York 1st class Single... £60 via St. Lawrence 1st class Single... £59
Inaba	7,000	20th June	

With option of rail between calling ports in Japan. Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kōbe 6 days and to Yokohama 6 days.

For further information as to freight, Passage Sailing, &c., apply to T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
SHANGHAI	"CHENAN"	1st April, 11 p.m.
MANILA, Cebu & ILOILO	"TAMING"	4th " 4 p.m.
HAIPHONG	"SUNGKIANG"	5th " Noon
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"TAIYUAN"	10th " 4 p.m.
MANILA, Cebu & ILOILO	"TEAN"	11th " 4 p.m.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST-RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

SHANGHAI LINE. FAST SCHEDULE TWIN-SCREW STEAMERS (Aichi, Chenan, Linan, Chinkwa) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

M.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 6 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—£45 single, £80 return. For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 15. Hongkong, 29th March, 1911.

Shipping—Steamers

TOYO KISEN KA'SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration.)

Steamer	Tons	Captain	Date of Sailing
Chiyo Maru	21,000	W. W. Groves	Friday, April 14, 1 p.m.
America Maru	21,000	A. G. Storons	Friday, May 5, 1 p.m.
Tenyo Maru	21,000	E. Bent	Friday, May 19, 1 p.m.
Nippon Maru	21,000	H. S. Smith	Friday, June 2, 1 p.m.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Triple Screw Steamer "CHIYO MARU" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, and HONOLULU, on FRIDAY, the 14th April, at 1 p.m.

SOUTH AMERICAN LINE

(In connection with NATIONAL RAILWAY of MEXICO at MANAGUA.) Only Regular Direct Service to Mexico, Peruian and Chilean Ports. (PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration.)

Steamer	Tons	Captain	Date of Sailing
Buyo Maru	10,500	K. Hashimoto	Wednesday, April 19, 1 p.m.
Hongkong Maru	11,000	H. Hinojuma	Saturday, June 17, 1 p.m.
Kiyo Maru	17,200	H. Nishi	Tuesday, Aug. 15, 1 p.m.

The Steamers "BUYO MARU" will be dispatched for MOJOCO, KOBÉ, YOKOHAMA, HONOLULU, MANAGUA, SAN JACINTE, CALAIS, ROQUE, ALGARVE and CORONEL on WEDNESDAY, 19th April, at 1 p.m.

For Further Particulars as to Passage and Freight, apply to K. MATSUDA, Local Manager, KING'S BUILDING (Opposite Blake Pier).

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH Deutsche-Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES to

Marseilles, Havre, Antwerp, Rotterdam, Bremen, Hamburg and New York.

Taking cargo at Through rates to all European Northern Continental Ports, London, Liverpool, Glasgow, etc., Trieste, Naples, Genoa, Ports in the Levante, Black Sea, Baltic, American and African Ports.

Next Sailings from Hongkong : OUTWARD.

For Shanghai, Kobe & Yokohama : S.S. Suavia 7th April	For Havre, Rotterdam & Hamburg : S.S. Preussent 4th April
" Bayern 20th April	For Marseilles, Rotterdam & Hamburg : S.S. Alania 14th April
" Froisfeld 6th May	For Havre, Rotterdam & Hamburg : S.S. Rheinfe 20th April
" Scandin 18th May	For Marseilles-Havre & Hamburg : S.S. Syngambia 23th April
" Slavonia 4th June	

For Further Particulars, apply to Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 1st April, 1911.

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4000	M. C. Smith	MANILA, CEBU & ILOILO	MONDAY, 10th Apr., 4 p.m.
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	THURSDAY, 20th Apr., 4 p.m.

For Freight or Passage apply to SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 31st March, 1911.

DOUGLAS STEAMSHIP CO., LD

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN (Occupying 9 to 10 days.)

STEAMSHIP	CAPTAIN	LEAVING
Haitan	Capt. T. S. Beach	TUESDAY, 4th April, at 11 a.m.
Haiching	Capt. W. C. Passmore	FRIDAY, 7th April, at 11 a.m.

FOR SWATOW AND RETURN (Occupying 3 Days.)

STEAMSHIP	CAPTAIN	LEAVING
Haimun	Capt. J. W. Evans	SUNDAY, 2nd April, at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to Douglas, LaPrak & Co., General Managers.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAH. SCHEDULE (SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
Aldenharn	Mar. 31.	April 6th, at 5 p.m.
Empire	April 7.	April 23th, at Noon.
SL Albans	May 5.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to Gibb, Livingston & Co., Agents.

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A GEM FROM "ASIAN."

Most people will recently have noticed that a number of our contemporaries in India have been devoting a great deal of space to the discussion of the education problem in India. A country's progress in education is usually gauged by its literature, and, judging by a romance which we have just come across, written by a Madras novelist (in English), we should say that India was advancing, by the customary "hop-skip, and a jump." The pretty story which has enthralled our interest commences by charmingly introducing the heroine to us as follows:—

"Anna Goodwill's father was a coffin-maker, a very pious mortal whose good intentions were unquestionable."

Limited as (so far) are our experiences of coffin-makers, we are glad to hear this about them! What is it, however, that your fraudulent coffin-maker does? Leaves a loose nail in the bottom of the coffin—uses bad black paint—or what? However, let us continue to follow the story, the title of which we may mention is "A Murder and Its Sequel." The hero next arrives "gasping violently for breath."

"His bewildered countenance and hurried gestures intimated sufficiently clear that he was being pursued."

No sooner were these inarticulate expressions gone through than he entered the cottage with a kind of assumed confidence strengthened by the approaching danger. He saw M. Goodwill making a coffin to the size of small babies."

He was not however one of your sort who walks into your shop, handles the goods, and then walks out again—not he! He at once gave Pop Goodwill (the scene by the way is laid in France and they are all French) an order for a coffin, and proceeded to try it on in the shop. Hid inside it in fact, and told them to tell the Gondarnes that no one had been there. "Pop" and the delightful Anna at once agreed to become participants criminis and, when the Gondarnes arrived, proceeded to fill those clever Sherlock Holmeses up with the usual airy perissages adopted towards the minions of the law by people on the stage who harbour dangerous criminals.

"Anna Goodwill and her father were prepared for it, and they played their parts admirably well. Anna Goodwill raised her eyes slowly to the gondarnes and again lowered them down to the coffin. Intercepted by sighs and sobs, she cried as if in agony, 'O! my mother—Heaven bless her, my poor mother! where shall thy child show its face? O! cursed Smallpox, why didst thou take my comfort away! O! Lord, bless her!' and she hugged the coffin to her breast, weeping copiously."

This is fearfully affecting! We cannot ask our readers to follow us through the maze of intricacies of this romance, suffice it to say that in the end the criminal after "with his shoes in his hands running panting like a hunted deer, escapes in feminine attire to marry England, a disguise which he was enabled to more skilfully assume, because we read:

"He was extremely handsome in person, rather inclining to be beautiful. He had a shrill feminine voice, and if he did not make capital out of all this for an effective disguise he was surely a fool. He could accommodate his gait and manners wonderfully well and his impersonation as a young actress from France was complete and, if the reading will allow me to say, captivating."

Certainly! Certainly! "Dear friend say captivating, or even 'dear,' if it will make you feel better! After turning into a Baron and asserting his entire innocence of the murder, and being of course believed on his own ipse dixit, he marries Anna, the beautiful daughter of the pious but still honest coffin-maker!"

According to Mr. William Faircott, late director of public gardens at Jamaica, excellent oysters grow on the local trees. We should like Jamaica, especially when there is an in the month, and when the bottled stout bushes begin to bloom.

INDIAN NEWS.

DELHI DURBAR.

Allahabad, March 10.—The dates of troops moving in relief next cold weather will in certain cases depend on the orders regarding the concentration for the Delhi manoeuvres. It is probable that the old arena site will be utilised for the Coronation at Delhi, but arrangements will be made for the accommodation of many more spectators by means of a vast terraced mound. This will be in addition to reserved accommodation of the kind provided in 1903.

OFFICER KILLED.

Rangoon, March 8.—Information reached Rangoon, this afternoon, of a very serious accident on the Lushai Branch of the Burma Railways. Yesterday morning, Mr. Arnott, Assistant Engineer, whose headquarters are at Maymyo, was trolleying down from Zingyi station. He was accompanied by Lieutenant Hill of the Gorkha Rifles and had also on his trolley four trolley-men. Shortly after passing the fourth reversing station the trolley ran into an up goods special train with disastrous consequences to those on the trolley. Lieutenant Hill died very shortly after the accident. Mr. Arnott was conveyed to the Mandalay Hospital as soon as possible and is reported to be in a very critical condition. Two trolley-men were killed on the spot and the third who was taken to the hospital is also in a critical condition. The remaining trolley-man was not seriously injured.

DROWNING FATALITIES.

Bangalore, March 7.—Another death by misadventure has occurred in the ranks of the Cameron Highlanders, Private Douglas, of the B. Company, being accidentally drowned in the Hebhal Lake, on Tuesday evening. He went into a shallow part and encountered a well, and being unable to swim went to the bottom. His body was recovered by some Hindus.

RANGOON COLLEGE.

Calcutta, March 5.—The Secretary of State has appointed Mr. K. M. Ward, B. A., of Cambridge University, to the Indian Educational Service, as Professor of Physics in the Government College, Rangoon.

REPORTED RAILWAY ACCIDENT.

Calcutta, March 8.—Telegraphic intimation has been received here that Lieutenant Hill, son of Mr. C. P. Hill, the well-known Calcutta barrister, died at Maymyo, Burma, yesterday as a result of a railway accident.

NEW INSPECTRESS OF SCHOOL.

Calcutta, March 3.—The following Press Communique is issued by the Educational Department:—The Secretary of State has appointed Miss M. C. Somerville, M.A., of Edinburgh University, to the Indian Educational Service as Second Inspectress of Schools in Eastern Bengal and Assam.

LAUNCH TURNS TURTLE.

Rangoon, March 7.—A Tiggian message received at Rangoon states that Mr. F. L. Rosner, an assistant of Messrs. Steel Brothers, was drowned on Friday, by a launch turning turtle on the Irrawaddy river during a storm. All the others in the boat were saved. The deceased had been only two months in service, having come out from home in November, and was nineteen years old. The body was recovered on Sunday.

BIRTHDAY HONOURS.

Calcutta, March 8.—The "Indian Daily News" states:—An intimation obtained in well-informed circles, which we believe to be substantially true, that there will be no Birthday Honours list in India. It is expected that a consolidated list will be issued during the Coronation week in December.

CALCUTTA BOMB OUTRAGE.

Calcutta, March 8.—Reports received by the Calcutta newspapers in connection with the recent Dalhousie Square attempted bomb outrage state that the house of Mr. Hari Dhoni Dutt, M.A., in Taltola, was searched yesterday. Jotiah Chandra Ghose, a Professor of the Hughli College, who is now under arrest, accompanied the police.

Intimations

FOUNDED IN HONOUR.

No doubt you have seen in the such papers announcements as this—concerning some medicine or other:—“If, on trial, you write that this medicine has done you no good, we will refund your money.” Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honesty and skillfully made bread, or at a medicine which really and actually does what it was made to do. The foundations of WAMPOL'S PREPARATION are laid in sincerity and honour the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was *stuffed* out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Ait and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Influenza, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thomas Hun, M.D., says: “The continued use of it in my practice convinces me that that it is the most palatable, least nauseating, and best preparation now on the market.” One bottle proves its intrinsic value. “You cannot be disappointed in it.” Sold by chemists throughout the world.

WAMPOL'S PREPARATION

OXFORD AND CAMBRIDGE DINNER.

THE ANNUAL DINNER of Members of the above Universities will be held TO-NIGHT, April 1st, at 7.45 p.m., in the Hongkong Hotel. Members intending to dine are requested to notify either of the undersigned.

P. W. GOLDING

(Oxford)

H. L. O. GARRETT

(Cambridge)

Hongkong, 1st April, 1911. [1014]

CHINESE IMPERIAL GOVERNMENT 7 PER CENT. SILVER LOAN OF 1889, E.

40th HALF YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS of this LOAN will be PAYABLE at the Office of the Corporation on and after the 31st March, 1911.

List of Drawn Bonds can be obtained on application to the undersigned.

For the HONGKONG & SHANGHAI BANKING CORPORATION, Agents for the Loan.

N. J. STARR, Chief Manager.

Hongkong, 31st Mar., 1911. [1021]

EYRE DIOCESAN REFUGE LAUNDRY, CAUSEWAY BAY.

LICENSED PUBLIC LAUNDRY UNDER EFFICIENT EUROPEAN SUPERVISION.

All employees live on the premises. Good drying ground. Clothes collected and returned promptly.

Apply Superintendent, Telephone No. 925.

Hongkong, 31st Mar., 1911. [1020]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Vaux Road Central.

Telephone No. 600.

Hongkong, 2nd Jan., 1911. [78]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Cans of 37½ lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO. General Managers.

Hongkong, 10th Aug., 1910. [106]

Entertainment

THE BIJOU SCENIC THEATRE. (FLOWER STREET.)

FLYING! FLYING! AVIATION WEEK.

The Latest Pictures of DIRIGIBLE BALLOONS AND AEROPLANES. NEW SONGS and DANCES.

Grace Vyvienne. Vera Ferrace.

Hongkong, 25th March, 1911. [707]

CAPSTAN MIXTURE

MEDIUM & FULL In 1/4 lb. Air Tight Tins.



W. D. & H. O. WILLS.



TRADE MARK

THE BERNESE ALPS MILK CO

STALDON EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO., HONGKONG & CHINA.

[881]

NOTICE.

From MONDAY Next, our OFFICES will be between Messrs. KELLY & WALSH and Messrs. MOUTRIE'S where we shall be pleased to receive our customers.

Philippine Offices



CLARK & Co.

Formerly Hotel Mansions.

TSIN TING. LATEST METHODS OF DENTISTRY. Studio at No. 14, D'Almeida Street. Reasonable Fees. Consultation Free. Hongkong, 19th June, 1910. [1]

Dr. M. H. CHAUN, DENTAL SURGEON, 85, QUEEN'S ROAD CENTRAL, 1st Floor, Rooms 2 and 3. From the University of Pennsylvania, U.S.A. Telephone, 126. Hongkong, 27th January, 1910. [2]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDEERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK 78 ft. by 88 ft. by 24 ft. 6 in. Pumps empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 2,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT SHOPS RANGING UP TO 100 TONS. Estimates given for Docking, Repairs to Hull and Machinery. Constructional Work.

MANAGERS AND ASSISTANTS

BUTTERFIELD & SWIRE, HONGKONG, CHINA & JAPAN.

Entertainments

ORGAN RECITAL.

ST. JOHN'S CATHEDRAL.

TUESDAY.

APRIL 4th, at 5.30 p.m.

Toocata and Fugue..... Bach
La Nait.....Karg Elert
Finale.....Schumann
VIOLINIST.....Mr. Timmerfeldt
Hongkong, 27th Mar., 1911. [990]

THE

"Empire" Cinematograph

Theatre.

Des Vaux Road Central, opposite Central Market.

TO-NIGHT!

THE DEBUT

OF

THE COMEDIAN

"Frank

Foster."

Hongkong, 1st April, 1911. [882]

VICTORIA SKATING RINK.

5 Sessions Daily.

THE BEST FLOOR.

The Company has decided to reduce the Prices from 1st April, 1911, to the end of the Season.

Hongkong, 31st Mar., 1911. [890]

STEAM LAUNDRY CO.

YAU MATI

Established 1890.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filtered Water. Regular Delivery, Flannels and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a specialty. Depot No. 4, Beaconsfield Arcade. Tel. R32.

B. WOOD, Manager.

Hongkong, 1st Mar., 1911. [981]

PHONE 482.

HONGKONG MOTOR GARAGE.

TRY OUR

40 H.P. Clément Car 6 Seats \$3An hour

24 H.P. Rambler Car 4 Seats \$7An hour

12 H.P. Rex Car 3 Seats \$4An hour

We Repair CYCLES, TYPEWRITERS, MOTORS, AT REASONABLE PRICES.

DRAGON CYCLE DEPOT,

63, Des Vaux Road Central, [46]

Shipping Steamers.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between Java, China and Japan.

Steamers	From	About	Will leave for	Or or About
Tjitaroen	JAVA	Second half	SHANGHAI	Second half
Tjiliwong	AMOY	Second half	JAVA	Second half
Tjilatjap	JAPAN	Second half	JAVA	Second half

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of cabin passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN, Telephone No. 375, York Buildings. [974]

Regular Steamship Service to New York.

via PORT and SUEZ CANAL. (With Liberty to Call at Malabar Coast).

FOR BOSTON AND NEW YORK.

S.S. "GHAZER".....About 7th April

S.S. "SAINT PATRICK".....About 14th April.

For Freight and further Information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 28th Mar., 1911. [956]

Consignees

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optimal Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 1st April, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be re-considered. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 20th Mar., 1911. [4]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APOAR"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 3rd April, will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by the undersigned.

DAVID SASSOON & CO., LD. Agents.

Hongkong, 31st Mar., 1911. [1023]

CLOUET CHAMPAGNE EXTRA DRY.

24 pints at \$22.50.

FRENCH STORE, 6 Queen's Road.

Hongkong, 15th Mar., 1911. [47]

HUNG ON & CO. SHOW ROOM AND STORE.

at the Premises formerly occupied by A. CHEN & CO., 17A, QUEEN'S ROAD, CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated Glass and Iron Ware of all descriptions, always on hand, for sale on liberal and moderate terms.

Hongkong, 1st Feb., 1910. [442]

THE MANAGER.

Hongkong, 22nd December, 1909. [106]

Intimations

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 min.

10.00 a.m. to 11.00 a.m. " 15 min.

11.30 a.m. to 12.45 p.m. " 15 min.

12.45 p.m. to 1.15 p.m. " 10 min.

1.15 p.m. to 1.45 p.m. " 15 min.

1.45 p.m. to 2.15 p.m. " 10 min.

2.15 p.m. to 3.00 p.m. " 15 min.

3.30 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m.; 9.45 to 11.15 p.m. every half hour.

SATURDAYS.

Extra cars at 8.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Offices, Alexandra Buildings, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 1st April, 1909.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

司公隆廣李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened the FURNITURE STORE

at No. 59, Des Vaux Road Central.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co. 18th May, 1891.

ORDERS punctually attended to and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$35 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only). (PAYABLE IN ADVANCE.)

There will be no return of Miscellaneous subscriptions as heretofore.

By Order THE MANAGER, Hongkong, 22nd December, 1909. [106]

